RAILROAD MAGAZINE

FEBRUARY, 1966 50¢

JAN 4 VAN

"I drove a jeep some 200 miles over treacherous, icy, snow-blinding roads," writes Paul F. Garde of Green Mountain Falls, Colorado, "one day in January, 1957, during the worst blizzard to hit the Denver & Rio Grande Western in 25 years and in temperatures that dipped to 42 below, to make this shot of No. 480, an old narrow-gage 2-8-2 in the yards at Chama, New Mexico, shortly before she was stalled in deep snowdrifts."

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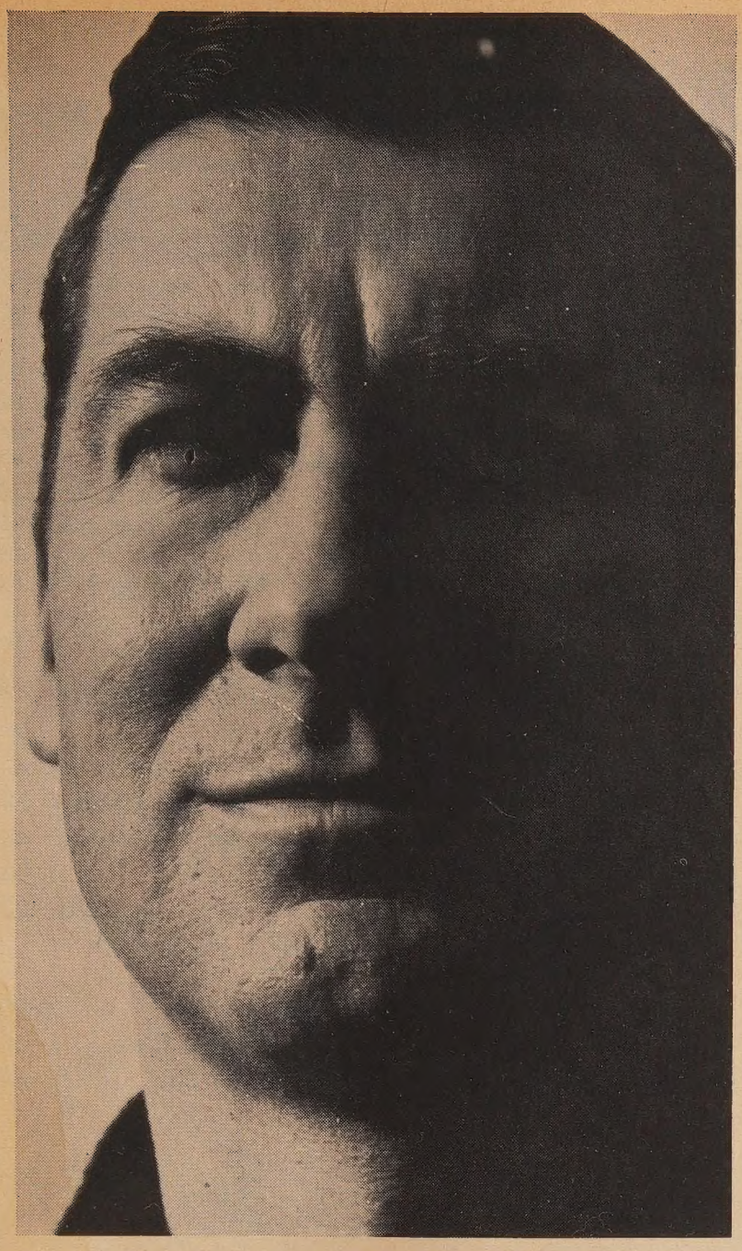

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 78, NO. 4 FEBRUARY, 1966 50 CENTS

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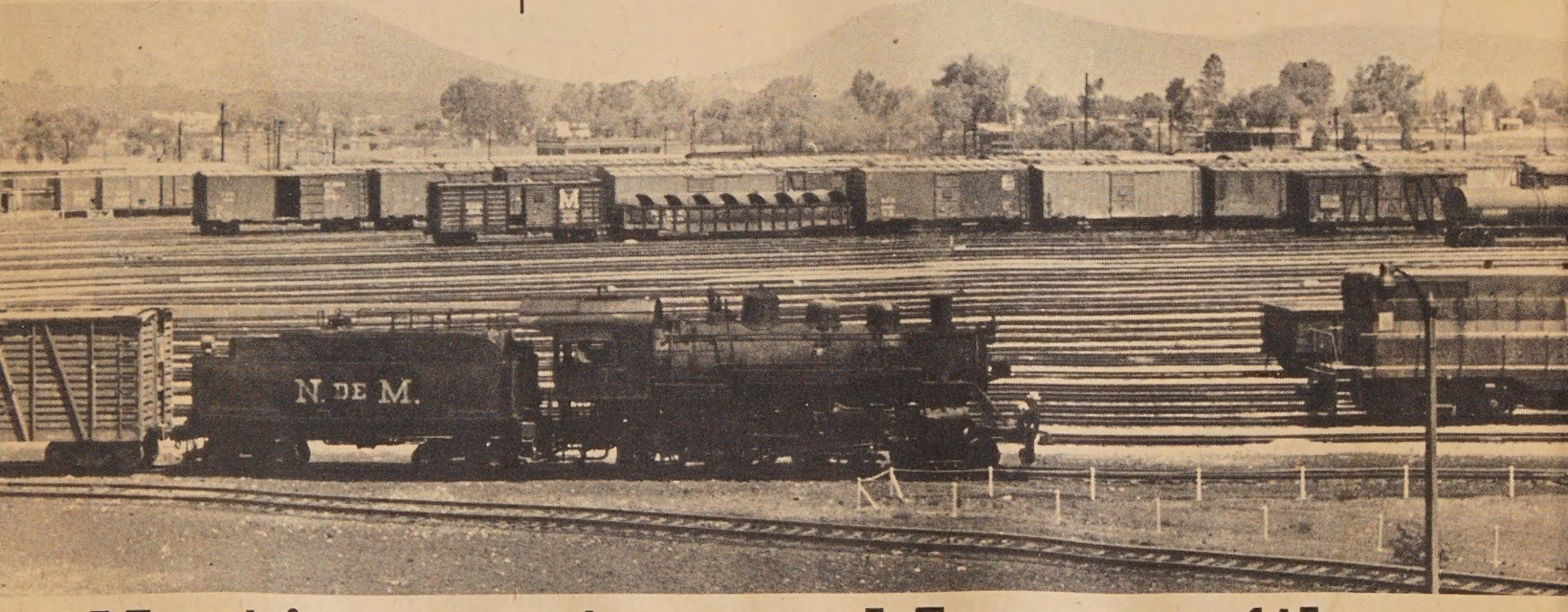
Surrounded by hills, Valle de Mexico yard outside the capital used to be a steam haven; now has few steamers left. (See page 20.) Shown here is 4-6-0 Number 833, engaged in switching chores.

Photo by Victor Hand



Next issue out around January 4th

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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1966, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy, 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U. S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

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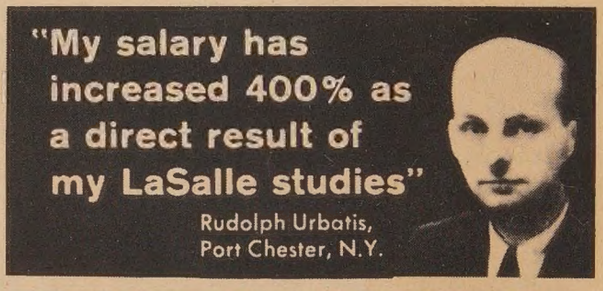

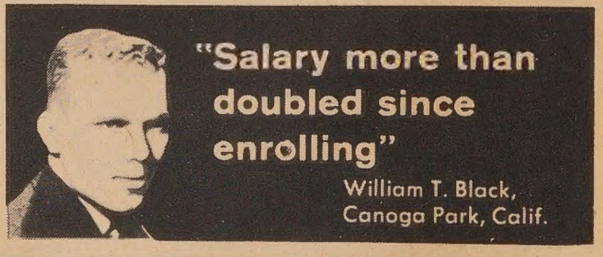

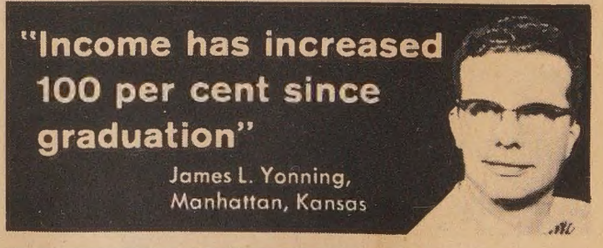

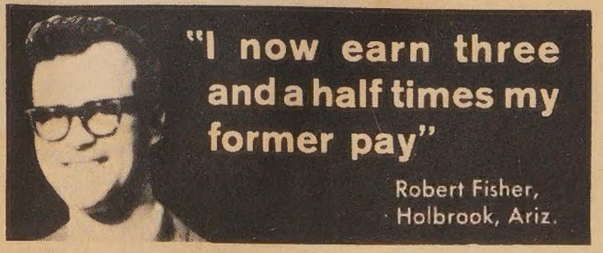

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THE MAIL CAR

where editors and readers meet

Final run of Alaska Railroad's last steam locomotive, Consolidation No. 557.
From Wade B. Hall (see his letter)

OUR front cover reproduces one of Paul F. Garde's slides and exemplifies the high-quality material handled by his company, Thirty-five Slides, Box 368, Green Mountain Falls, Colo. 80819. Incidentally, this company has just issued a new long list of Canadian steam and diesel locomotives and self-propelled cars that it offers as either slides or photos, color or black and white. Paul was No. 37 in our *Interesting Railfans* series. Known as the "King of Slides," he is said to have the world's largest collection of railroad slides, including street car and interurban subjects. ●

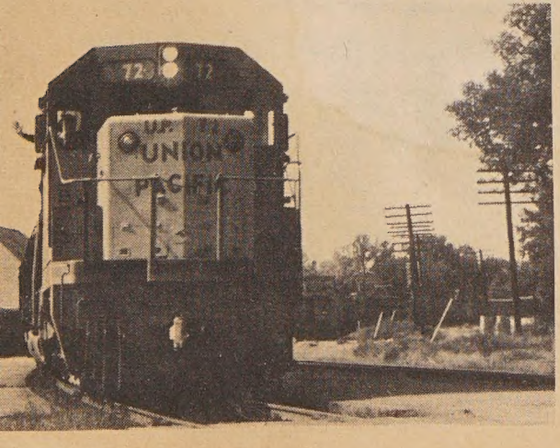
GEORGE SLAWSON'S article, "Missing: One Locomotive," in our December issue prompted this letter from John M. Davern, 22 Eaton Ave., Norwich, N.Y. 13815:

"I was one of the three hostlers on duty at the Norwich roundhouse of the New York, Ontario & Western on the night Mr. Slawson wrote about. Engine 191, a Camelback 2-8-0, came in from Oswego, N.Y., on train 30. The engineer stopped near the ash pit to inspect her before registering off duty. In those days we had what we called a rod-cup man. That man handled such jobs as filling the rod cups and lifting into the cab the engineer's toolbox (often very heavy) and the valve and engine-oil cans. Also, he took them off when the engines arrived back in Norwich.

"Well, this is what happened on that early morning in 1912: The rod-cup man, not being very familiar with locomotive operation, decided it would be easier to back the 191 up to the oil room and unload the toolbox and oil cans there, rather than to carry them. So he did just that. Afterward, he ran the camelback back to where he had found her, near the ash pit. Evidently he didn't realize that he had failed to shut off the throttle. Of course, the engineer had shut off the air pumps before leaving her, and then the locomotive watchman had climbed aboard, filled the boiler with water, and banked the fire.

"After the 191 had stood there a while, with the brakes leaking, she naturally took off. She made the first few miles to Oxford in fine shape. What I would like to get across is the fact that no hostler had been on the engine at Norwich. She had left Oswego, 100 miles away." ●

R. Davidson, 1704 W. 24th, Lawrence, Kan.
Union Pacific DD-35 cab unit wheels fruit block through Lawrence, Kan., to Kansas City, for N&W interchange.



MAIL diverted from trains to trucks is helping to doom rail passenger service, according to the *Wall Street Journal*, which says:

Even as the Government moves to invest millions in improving rail passenger service in the Washington-Boston Northeast corridor, the Post Office Department is helping to send many a passenger train highballing into oblivion.

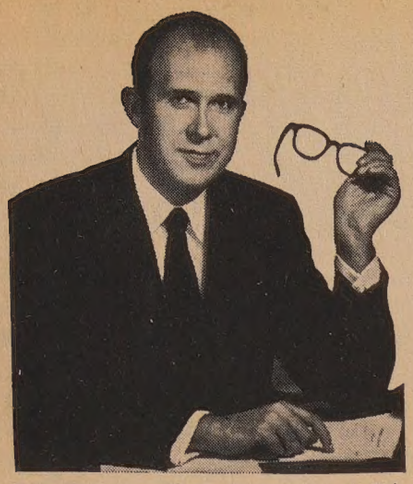
More and more passenger runs in many parts of the land are receiving a financial death blow as the department diverts mail—and important mail-hauling payments—from passenger trains to highway trucks and piggyback rail-truck service.

Almost inevitably, loss of mail revenues pushes a train operation deep enough into the red for the line to convince state public service bodies or the Interstate Commerce Commission it must be discontinued.

The *Journal* points out that in one year's time the Post Office has dropped mail service on 61 passenger trains and it quotes rail managements as saying that "some three-fourths of the affected trains will be discontinued because of the revenue loss." ●

LANTERN COLLECTOR. "This letter is being penned beside my pot-bellied caboose stove, surrounded by 100 or more old kerosene railroad lanterns, in the exact spot where I have been reading *Railroad Magazine* for more than 35 years," writes Wade B. Hall, 715 N. 70th St., Seattle 3, Wash. His father was a trainman on the Wisconsin Central (now Soo Line) and later on the Milwaukee Road. Wade himself worked for the Milwaukee Road in 1916-1917, but is now a retired salesman. His lantern collection began with a gift from a Soo Line vice president in memory of his father. The other "glims" came from old railroad workers' attics, antique stores, junk shops, and our *Switch List*.

Wade states: "Alaska Railroad's last active steamer, No. 557, a Consolidation type, was built by Baldwin (serial number 70480) as a coalburner but 12 years later was converted to an oil-burner. She made her final run in June, 1963, at Neena, Alaska, being used



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams, Chicago, Illinois 60603. No salesman will call.

DON BOLANDER, Career Institute, Dept. 3A, 30 E. Adams, Chicago, Ill. 60603
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there because she could operate under severe flood conditions. Last year she was sold to a salvage firm at Everett, Wash., for scrapping, but was not dismantled. The firm has sold her to Monte Holm, shipping the old 2-8-0 by sea-train from Whittier, Alaska, to his home at Moses Lake, Wash. There she will be placed on permanent display on 600 feet of track, along with a caboose and a boxcar."

The engine is in excellent shape. Alaska Railroad bought her from U.S. War Surplus. Specifications: diameter of drivers 57″, cylinders 19x26″, total weight of engine in working order 162,500 lbs., tractive effort (85 percent of boiler pressure) 31,500 lbs., boiler pressure 225 pounds per square inch, grate area 41.04 square feet, and total heating surface 1773 square feet. ●

BRIEFLY SPEAKING. Miss Frances Warthen has been working for the Frisco more than 55 years, the last 20 as agent-telegrapher at Hackett, Ark., but is not ready to retire, even though her beloved Hackett depot is now closed. She has put in a bid for a station job in Oklahoma. This lady likes to care for stray animals. At present she has 5 dogs and 9 cats on her roster. If she goes to Oklahoma, the pets go, too, reports Jim Hartner.

"The Middleburgh & Schoharie was 5.7 miles long, not 10 as I stated in an item you printed recently," writes Floyd J. Mattice, 1011 Madison St., Rochester, Ind. "The additional 4.3 miles was a connection with the Delaware & Hudson that the D&H built from Schoharie and owned."

Item from a Palestine, Texas, newspaper: "I want to thank my many railroad friends who have expressed concern at not seeing me during the past 10 days. Your missing me has been a great comfort to my heart during a recent sorrow. I love each of you and hope to be back at my waving post soon. Mrs. Emma Woodard, (Age 87), Elkhart, Texas."

"Although L&N's *Dixie Flyers* (trains 94 and 95) were to have been curtailed last fall, they are still running," reports D. Stoneberg of Chattanooga, "due to the fact that the Southern discontinued its handling of railway express. Each *Dixie Flyer* averages 5 or 6 head-end cars, including a Post Office car, and one coach. The average used to be 12 to 15 cars."

Washington's Union Station, which has been standing for over 50 years on the north edge of Capitol Hill, *could* be razed, like many other railroad depots throughout the country. However, city planners have called for enabling legislation by the Government which would permit it to buy the landmark for the purpose of converting a major portion thereof into a museum or a visitors center as a tourists' attraction.

"I have never seen a railroad water tank with two spouts," admits Bill Knapke, retired SP conductor, "but I remember stations which had one standpipe at each end of platform."

Says *Time* magazine: "For all their traveling, 80 percent of Americans have yet to fly. The global potential is even bigger; only 2 percent of the world's population has been up in a plane." We wonder how many people have never traveled by rail. If any of our regular readers above the age of 13 has never ridden a train, we'd like to publish his or her portrait. ●

OUR December feature, "The Saga of High-T," evoked this reaction from Dave Rees, movie and TV producer, Ajo. Ariz. 85321: "Having been born and raised at Danville, Pa., I found Freeman Hubbard's article of special interest because the first T-rail made in North America was rolled at the Montour Iron Works (later Reading Iron Co.) in Danville about February, 1834. Several small sections from the first rail were preserved and at least one is displayed by the Montour County Historical Society.

"Danville went on to become one of the nation's 5 leading rail manufacturing centers and rolled much of the rail used in building the Union Pacific, but the increasing depth of mines and competition from the Missabe spelled a slow death for its extensive operations. Large-scale iron mining in Montour County ceased before 1900. In the late 1920's and early '30's the fires in the rolling mills of Grove, Bethlehem Steel, and Reading Iron went out one by one. Today nothing remains of the once-sprawling iron and steel industry in that community. Many thanks for the pleasant moments spent in reading your article." ●

WE SALUTE *Trains* magazine, which recently observed its silver anniversary. We saluted the lusty infant back in 1940 when it first came out. *Trains* has strengthened the railfan movement considerably over the years by directing attention to the technical details of modern railroading.

Our idea of what a rail periodical should be like is quite different from Dave Morgan's. Even so, we agree on the broad basic principle of supporting the railways in whatever efforts they make to get more freight and passenger business. *Trains* leans more to the management side, *Railroad Magazine* more to the employes' viewpoint. But there is a real need for both magazines. The more that either one prospers, the better it is for the other also.

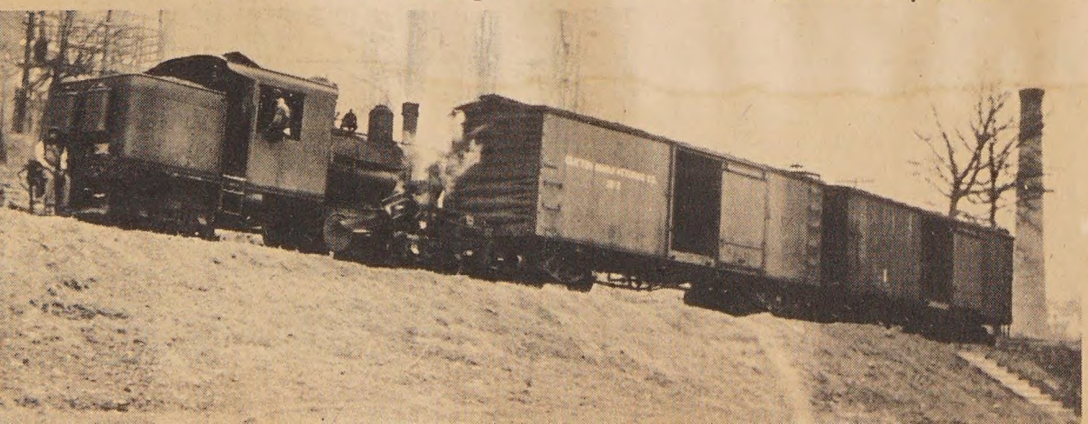
Next October will mark our 60th anniversary. For many years this publication was called the *Railroad Man's Magazine,* and it still appeals actively to railroad men as well as to fans. ●

A MILE of "golden spikes" was driven by a mechanized track crew the other day to mark completion of the first 1500 miles of continuous welded rail on the affiliated Chesapeake & Ohio and Baltimore & Ohio at a point on the B&O's right-of-way near Frederick, Md. The rail was laid in quarter-mile lengths, two strings at a time, from a moving work train. The dual rail-laying was done in a synchronized operation involving new machines which pushed aside the old rail, inserted the new, and then spiked it down.

Connected by steel bars and bolts, the new rail replaces older, shorter sections 39 feet in length, which required about 270 rail joints per mile. The continuous welded rail reduces this number to 8 joints per mile and permits smoother handling of traffic, as well as greatly-reduced maintenance costs. ●

JUDGMENT DAY. Not long ago valuable parcel post was being stolen on the rail run between Chicago and St. Paul. Empty packages arrived at their destination in locked mail pouches. Investigation pinpointed the car which was being pilfered but not the crooks.

Collection of Tom Lawson, Jr., Melrode Hall Box 62, 1701 Rose Ave., Knoxville, Tenn.
Unnumbered Climax of Clifton Manufacturing Co. at Spartanburg, S.C. Both loco and railroad succumbed to scrap drive in about 1943. Photo made by L. L. Norton.



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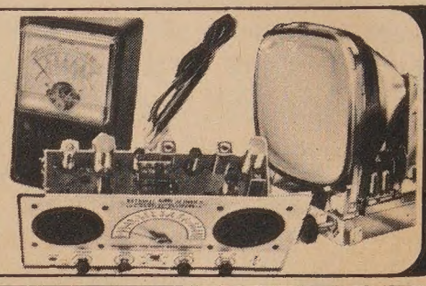

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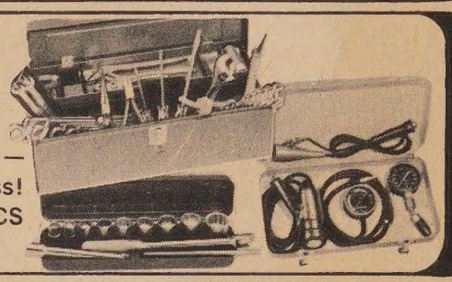

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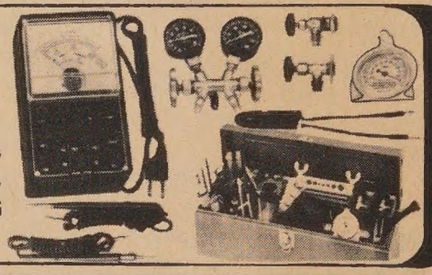

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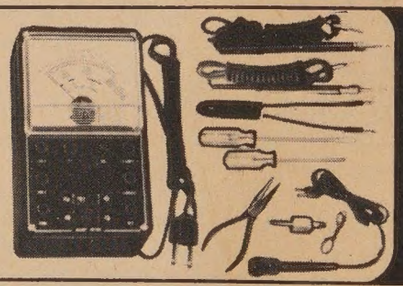

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The postal inspectors were stymied. There was no place inside the car for a sleuth to hide, yet the thieves had to be caught opening the bags.

Then one inspector had a bright idea. "I'll go in a coffin," he said, "as a corpse." And so he did, in a specially-built casket with concealed vents. Placed aboard the suspect car, he lay in the casket listening. At length he heard three men talking and opening bags. Raising the coffin lid, like the popular idea of resurrection of the dead on Judgment Day, he emerged gun in hand.

The three thieves were so appalled by the apparition that they offered no resistance. They were two brakemen and an express messenger who had managed to steal a mail-pouch key. They opened the bags, took anything of value from certain parcels, rewrapped the empties, and put them back into the pouches. ●

WHEN C. J. Sutton went railroading 65 years ago "the engines just didn't have brakes," he recalls. "To bring one to a stop you had to use the reverse lever."

Sutton is now 83, living at 1469 Cooper Rd., Sebastopol, Calif. He hired out to the Sierra Railroad of California in 1900. His first firing job was on a woodburner. Later he went to the Santa Fe, was promoted to the right-hand side in June, 1907, and got married a few days later, and at length quit railroading in 1923.

"I have fired engines fueled by wood, coal, and oil (crude, that is—diesel oil wasn't dreamed of then; an oilburner was a coalburner converted to use crude oil). In the early 1900's, too, I worked on some odd-types like the Shay (her driving pistons went up and down instead of forward and back) and the Heisler (her pistons stuck out at a 45-degree angle on each side).

"In those days the hazards at railroad crossings were horse-drawn vehicles—wagons, buckboards, buggies, and surreys. Horses, like people, were unpredictable but they seldom stalled on the tracks. Usually they did their balking and rearing alongside the crossing. When they bolted they pulled the vehicles across the tracks with them, and so fast that they often beat the train." ●

VANISHING MORSE. Mechanization is quietly replacing a picturesque era of railroad communications. The process is going on so gradually that most non-railroaders aren't aware of it. According to Jim Burns, the Great Northern agent at Quincy, Wash., dot-and-dash messages are no longer being sent between Quincy and Spokane. Teletype, with its precise carbon copies, has taken over. And this situation has come to pass not only in Quincy but just about everywhere else.

Depot agents still have their "bugs" and send company notes by Morse code—simply because, in most cases, the equipment is there and they know how to use it.

But new telegraphers are hard to get. In most big offices the ability to listen to the chatter of brass and then write it down is fast becoming a lost art. Old timers who have used this type of communication all their lives are retiring, and the new employees have different skills. Direct dialing for GN offices has just been installed throughout the system.

Until last fall the Quincy staff and many other small centers still used railroad wires and their sending keys for dispatching, but now they don't. All train orders are dispatched from a TV-type board.

"We don't have to copy orders any more," says Jim Burns. "In fact, we no longer have any control over them, except in emergencies." ●

BILL PENNINGTON'S article on "I Prefer Steam" in November *Railroad* drew these comments from Frank M. Cox (address not given): "Pennington has done what relatively few authors get around to doing—explaining a matter (in this case, oil firing) with which most readers are unfamiliar but without patronizing them. His remarks about dirty diesels, which I have heard from other men in engine service, suggest that railroads find it cheaper to run the wheels off the 'growlers' than to maintain them properly.

"His mention of the $25,000 worth of damage that the average operating employe is likely to cause in his career reminds me of ticket-sellers, station agents, etc., who are penalized by paycheck cuts for their comparatively small mistakes. I have known employes to whom this happened. An auditor drops in; maybe he finds the Express till $8 over but a shortage of $8 in the railroad drawer. He confiscates the former and charges the station agent for the latter, although the man had simply borrowed to make change." ●

WHEN Lloyd C. Shank was a boy living on a farm near the Burlington Railroad he'd run out to see the train every time he heard a locomotive whistle. "When the corn on our farm grew so high that they hid the trains from my view," he reminisces, "I'd climb a tree to see them, and I got so I could tell the engine's number from her whistle."

Lloyd lives in Bolivar, Missouri. He has written a book, *Friendly Fireside Poems*, 120 poems, bound in blue cloth with gilt lettering, which sells for $2.95 postpaid. Here is a sample of his work, entitled "The Country Depot":

The quaint little depot stands there still,
A memory that ever remains
Of smoke rising up from over the hill
That told of approaching trains.

The stationmaster, with impressive cap,
Picks up the worn mail sack
And stands alert, a friendly chap,
As the train moves down the track.

Friends move up to say "good-bye,"
Others to say "hello,"
These are memories that you and I
Retain from the long ago.

Nostalgic though our thoughts may be
And near are hidden tears,
'Tis better far for you and me
To advance with the passing years.

But when we reach the better land
That is free from every sin,
Wouldn't it be a sight so grand
To see some trains steam in?

BUSINESS NEWS. The Santa Fe will spend $84 million this year to add 4,346 freight cars to its fleet as compared with the outlay of some $104 million for such items last year.

Since November 6th the Pennsy has been running Saturday excursions to New York City from Washington, Baltimore, Wilmington, and Philadelphia at about half the regular trip fares. The popularity of World's Fair excursions prompted these travel bargains, valid only on the *Colonial*. Extra coaches are added when necessary.

The Public Service Commission says the New York Central must continue operating two westbound trains that the line had planned to consolidate last October 31st. It ordered the railroad to continue the *Ohio State Limited*, which runs from New York to Buffalo and Cincinnati, and the *Cayuga*, which runs between New York and Buffalo.

In a new effort to attract passengers, the Chesapeake & Ohio is showing first-run feature films on the *George Washington*, a through train linking Washington, D. C., with St. Louis. Movies on the Baltimore & Ohio's *Capitol Limited* have proven popular, according to Paul Reistrup, C&O-B&O director of passenger services.

An experiment last summer by the C&O-B&O in carrying passengers' automobiles has proved a success and will be repeated next summer. The service, between Washington, D. C., and Chicago, enabled passengers to take their cars on the same train, on a two-level auto rack carrier.

Delivery has just been started on the Canadian National's order of 30 new diesel locos for hotshot freight. This is CN's first large purchase of motive power since its dieselization was completed in 1960. ●

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Service Life's new low-cost plan is designed to help you get adequate protection against such misfortunes. Take advantage of this SPECIAL INTRODUCTORY OFFER! Service Life's FAMILY HOSPITAL PLAN helps ease your financial burden with ready cash — even for life while hospitalized . . . ready cash that is PAID DIRECTLY TO YOU in addition to any other coverage you may have.

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You deal directly with the home office. We have no collectors' or branch office expense. Costs are reduced to a minimum. Savings are passed on to you in the form of lower premiums.

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Dealing directly with the home office speeds claims. There are no branch offices, which adds to the cost of handling claims and where claims can be delayed. To file a claim, notify us in writing. Claim blanks are sent by return mail. You get fast action no matter where you live.

This policy is sold only by mail. Benefits are paid in all states and you have the same rights you would receive if the policy were purchased from a trusted friend in your own home town. As thousands of others have done, you too can depend on the integrity of Service Life of Omaha, domiciled in the state of Nebraska since 1923, serving the 50 states and carrying full legal reserves for the protection of its policyholders everywhere.

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Enter any hospital which meets minimum standards of the American Hospital Association. This does not include government hospitals, sanitoriums, convalescent homes, or similar facilities.

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At small extra cost, you may add surgical-medical benefits; maternity benefits to cover pregnancy or its complications. For information on each, check application.

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MONEY-BACK GUARANTEE!

Actual policy is mailed direct to you. Examine it in the privacy of your home. No salesman will call. If you don't agree this policy is everything we say it is, return it within 10 days and your money will be refunded.

HERE ARE THE LOW RATES FOR EACH MEMBER OF YOUR FAMILY

EACH PERSON	Monthly
Under Age 18	$ .75
Age 18 to 39	2.00
40 to 49	3.00
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70 and over	7.10

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SERVICE LIFE INSURANCE COMPANY OF OMAHA, Dept. D-82
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Enclosed is $1.00 for one month's insurance. I hereby apply for a FAMILY HOSPITALIZATION POLICY for myself and those dependents, if any, as shown below.

Full Name of Applicant _____ Sex.. __

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Policy for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

	FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO. DAY YR.	HEIGHT	WEIGHT	SEX
1.					
2.					
3.					
4.					
5.					

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes_____ No_____ If the answer is yes, please give details _____

3. What other Hospital insurance do you carry? _____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this _____ Day of _____ 19__

SIGNATURE _____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical Medical Expense Rider ☐
Adult Benefits for Children ☐ Maternity Benefit Rider ☐

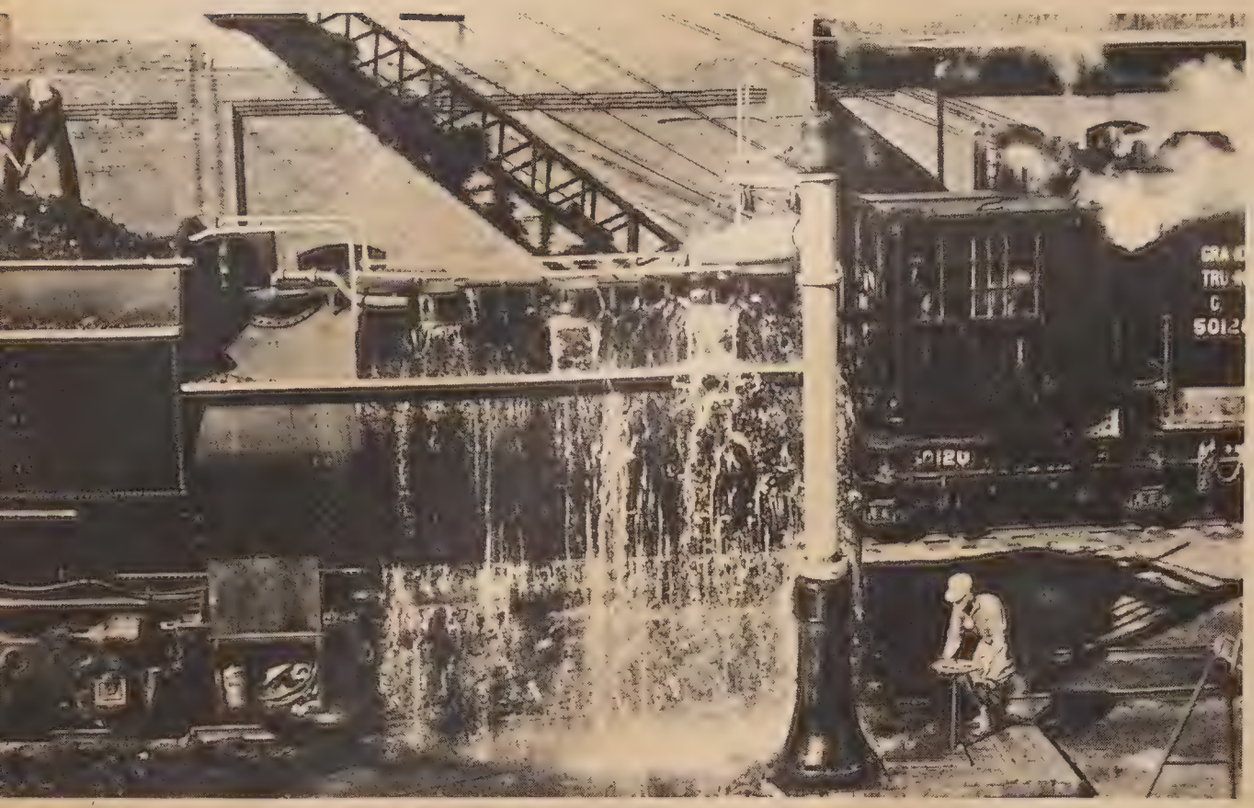
Never before have we seen a photo like this: Two-spouted water tower at Elnora, Indiana, junction point of the Indiana Southern (now Milwaukee Road) and the Evansville & Indianapolis (now New York Central). Each road used a different spout to water its engines. Owen T. Chelf, a Louisville & Nashville man, took this picture Nov. 8, 1912. The original now belongs to his son, H. E. Chelf, 3710 N. Harmon Avenue, Peoria, Illinois 61614. We invite comments from readers.

Photos of the Month

Modern push-pull double-deckers, shown being built in Pullman-Standard's Chicago plant, are now carrying C&NW commuters.

Union Station, Nashville, Tenn., has a trainshed that is still very much in use, housing not only trains but also an elaborate mail-sorting system.

Louisville & Nashville News Bureau photo



Canadian National 4-8-4 No. 6218 took too much water at Island Pond, Vt., resulting in a cascade, while handling a fantrip for the Railroad Enthusiasts. Portland Division, last fall. The Class U2 giant was built by the Montreal Locomotive Works in 1942 and weighs more than 300 tons.

William S. Webber, 80 B Lakeview Ave., Leonia, N.J. 07605

Ancient photograph, undated, shows snow-bucking at Traverse City, Mich., on the Traverse City, Leelaneau & Manistique, a shortline that has since been taken over by the Chesapeake & Ohio system. Those wedge-plows of long ago, powered by steam, were often stuck in heavy drifts.

Chesapeake & Ohio photograph

The C&O uses a modern rotary in northern Michigan.

In the early days, many trains regularly carried a Bible in a rack somewhat like this decorative one on the Central Vermont.

Canaidan National photograph

Last June, on previous trip to Rockhill Furnace, train 15 of East Broad Top dropped live coals that set fire to ties. Finding the blaze later, Earl Painter put it out.

Photo by Dan Fink
Athens, Ohio

(Below) EBT engines 15 and 12 on the turntable and ready track, respectively.

Photo by Dan Fink

Was Northern Pacific covered turntable at Easton, Wash., the only one of its kind?
Al Farrow photo (from C. A. Cunningham, 1114 21st, S.E., Auburn, Wash. 98002)

Denver & Rio Grande Western helper Louis Pezely, wearing typical overalls and safety protectors on cuffs, watches as the distance narrows between couplers on the boxcar (left) and the locomotive. This job is very much safer than it used to be with the old link and pin.
Photo by V. H. Imroth (Rio Grande Green Light)

More and more railroads have begun to use battery-powered switch lamps for economy, greater safety, and less maintenance cost, as compared with previous oil lamps, which required more frequent attention.

National Carbide Co. photo

Chard Walker photo

Santa Fe has given the bell from steam loco 3254 to Las Flores School, Summit Valley, California.

Train of Veroninia, South-Park & Sunset, near Portland, Ore.

Northern Pacific photo

With a Western Union business car in the background, Baltimore & Ohio employes meet in the Camden station and pass the time of day.

John F. Sheldon, 730 Locksley Rd., Yorktown Heights, N.Y.

The first road to get Electro-Motive low-nose diesels, Santa Fe in May '59, received nine SD-24's. One is shown below. The earliest low-nose diesel we know of was built around 1954 by Phelps-Dodge Corp. by converting a GP-7 into a low-nose type for its mining operations. When Phelps-Dodge ordered Electro-Motive GP-9's in Aug. '55, it specified low nose. Today, low nose is standard on just about all of America's big roads, the Southern and Norfolk & Western being two exceptions.

Photo from General Motors, Electro-Motive Division

There Is Still Some

STEAM IN MEXICO

by John E. Martin
Illinois Central locomotive engineer

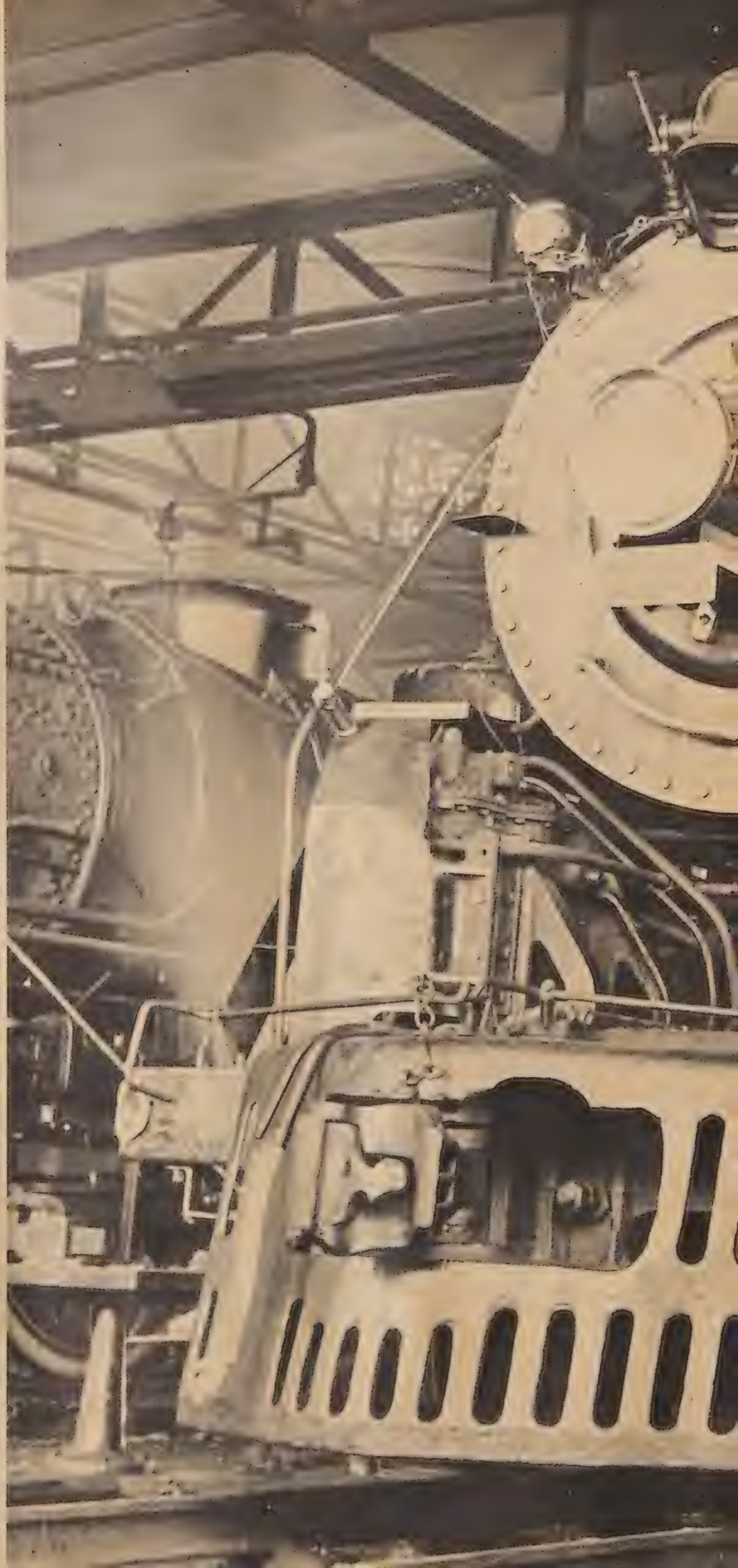
WHILE visiting Mexico recently I was happy to see a few standard-gage steam locomotives still working in freight service, sometimes being assisted by diesel-electric helpers up the high mountain grades.

But I found only diesels in the Escobedo roundhouse. One solitary 4-8-4 was steaming on the yard track, waiting to pull freight tonnage south to the capital. A small number of 4-8-4's and 2-8-2's remain in freight service in the Valle de Mexico roundhouse at Mexico City. This contrasts sharply with conditions not long ago when that big roundhouse was a beehive of steam activity, with the cheerful sound of blowers open and hissing steam and the unforgetable smells of engine smoke and hot oil. Because of poor light, the roundhouse is not a good spot for picture-taking, all locomotives being inside.

A lone dead steamer remains on one of the three long tracks in the loco graveyard at Huehuetoca, about 28 miles north of Mexico City. A few months ago those same tracks were full of steamers awaiting blow-torches to cut them up for scrap.

Modern diesel loco shops and instruction schools are located at San Luis Potosi, 316 miles north of the capital on the main route to Nuevo Laredo. In recent years, *Nacionales de Mexico* has rapidly placed new modern diesels in service. This is truly the vanishing days of NdeM steam.

Turning now to the NdeM narrow-gage line, for more than 80 years that



Baldwin Northern type 3033 in Valle de Mexico roundhouse, Mexico City. Crews are allowed to decorate engines with special paint jobs, stars, etc.

Photo made in 1960 by Victor Hand
1620 Ditmas Ave., Brooklyn, N.Y.

Observe the dual-gage tracks in this shot of slim-gage NdeM locomotive No. 73, which is pulling a cut of standard-gage cars for switching in San Lazaro yards.
Photo made Oct. 16, 1965 by John E. Martin, 1249 Worthington St., Memphis, Tenn. 38114

line out of San Lazaro station in Mexico City has been serving the people. It is, in fact, an economy line for the low-income population. New GM diesels recently have replaced steam on the long run to Puebla. Steamers continue to operate on the shorter runs to Ozumba and Cuautla, but it is evident that the end of steam operation is near.

Quaint old San Lazaro station is alive with bustling crowds of passengers traveling to and from the capital. Because of the almost unbelievably cheap fares, low-income people continue to ride the little trains. With no restrictions, much baggage is carried in the coaches, including such unusual items as live chickens, turkeys, and geese as well as eggs and sacks of corn. All coaches are *segunda* (second class) except that the rear car, or sometimes half of a car, *si primera* (first class).

Unlike passenger trains north of the border, all Mexican narrow-gage trains are filled to capacity. Every passenger train carries the conductor, an inspector or auditor, and two brakemen. Most trains depart on time but almost never arrive on time. After all, nobody in Mexico seems to be in a hurry.

Climbing mountain grades and rounding sharp curves slow the trains' speed, but on more level and straight track the throttle is opened up and flashing rods turn the small driving wheels at speeds above 40 miles per hour. For generations the narrow-gage has been important to Mexico's way of life. *Senoras* and *senoritas* carry buckets and tubs to wait at the exact place where the steam locomotive of the train will stop at the station. The fireman opens the water injector, letting water flow out of overflow pipes to fill the buckets and tubs.

Tuesdays and Saturdays are market days. When the train approaches the small villages with long Indian names, hundreds of Indians in colorful dress come down the mountain side and converge on it to ride 15 or more miles to market in a larger town. The train is loaded to such an extent that some passengers even ride on the steps. How the passenger officials on railroads in the United States would welcome so much patronage today!

Huffing and puffing, the slim-gage steam yard goats perform the unusual feat of switching large standard-gage freight cars about the dual-gage tracks in the San Lazaro switching yards. At

Photograph made in 1960 by Victor Hand

NdeM narrow-gage train 128, with engine No. 272, is taking water at Amecameca.
Photo made Oct. 18, 1965, by John E. Martin

some places in the yard the narrow-gage locos and cars switch over from one outside rail to the other outside rail of the 3-rail dual-gage track. All switchmen and trainmen use oilburning hand lanterns operated with long bars at each end for men to push.

Trains 109 and 110, running between San Lazaro and Puebla, are powered by GM diesels built last September. The electric motor is under-hung between the two 4-wheeled trucks with universals and drive shafts from motor to each 4-wheeled truck. Trains 127 and 128, operating between San Lazaro and Ozumba, are still being pulled by a trim little oilburning Baldwin Consolidation. Similar power also handles trains 129 and 130 between San Lazaro and Cuautla.

Unlike conditions of some months ago, few locomotives are steaming today in the narrow-gage roundhouse stalls, and no major repairs are being made in the shops—further evidence that Mexico's great steam era has nearly ended. But regardless of steam or diesel operation, the little narrow-gage railroad will continue to serve as an economy line for a native population that needs and loves it.

Just back from 4 satisfying weeks in Mexico, railfan Jim Marcus (no address given) reports: "One of your readers said, 'Any steam fan desiring a show should go to San Nicolas, Mexico, which uses helpers on the grade north of town.' He really meant the grade that starts north of Tula, for the San Nicolas grade begins about 5 miles southeast of there. If you have an automobile, as I had, you must drive through Tequisquiapan and two miles further on to reach the National Railways of Mexico tracks at the station or else take a rough mountain road that leads to tunnel No. 2, where the places for picture-taking are magnificent. Wait there long enough and you'll see and hear an earth-shaking, doubleheaded, freight train powered by two mighty 4-8-4's blast out of the tunnel mouth on the upgrade, with drivers flashing and a voluminous smoke plume forced backward by the wind. What a thrill!

"At no spot between San Nicolas and Tequisquiapan can you get near the rails—unless you walk up the track. However, you'll find a connecting track between San Juan del Rio and San Nicolas that follows the highway for about 8 miles. Light engines use it to get from the north and south mains for the run back to Mexico City. On that line there are some excellent stretches for driving alongside the trains. That, in Mexico, is quite rare.

"I drove over the picturesque back roads out of both Tula and San Nicolas. The one from Tula is better than the other. One afternoon I followed a doubleheaded steam freight south to Mexico City. The helper broke her rear driving rods half way up the mountain at the village of Huichpan, but went on anyway, after the crew had disconnected the broken parts. Instead of a 4-8-4, that engine was temporarily a 4-6-6. It seems that Mexico has no 16-hour law, for I rode 29 hours on one train with the same engineer. I was alone in that country 4 weeks, with no knowledge of the Spanish language, and did not meet up with another railfan nor even see someone else taking railroad pictures, but I had a glorious time."

Consolidation type on Mexican narrow-gage line takes water at Cuautla. In the background you get a glimpse of church domes.

Interesting Railfans No. 38

JIM SCRIBBINS

by Freeman Hubbard

Kewaunee, Green Bay & Western DL-701 No. 301 and train in '58. (Unit has since been changed to run with short nose leading.)

Jim Scribbins made all photos in this article except his portraits.

WITH a former locomotive fireman on the Omaha road for a father and a Railway Express messenger for an uncle, Jim Scribbins could hardly have missed becoming a railfan. What really clinched it, though, was the first time he saw a copy of *Railroad Magazine*. He bought it at the Milwaukee Road depot in Milwaukee, spending his carfare money as part of the price. As a result, he had to walk home three miles.

"I was gloriously happy," he says, "in the new-found knowledge that other people shared my interest in railroads. That summer day in 1942 really marked my baptism as a railfan."

An only child born in Milwaukee on Sept. 1, 1928, Jim was the son of Katherine and Ralph Scribbins. Today he's a lean, healthy six-footer weighing 178, with brown hair, keen blue-gray eyes, and a friendly smile, and lives at 155 North 79th Street, Milwaukee, Wis., 52313.

His earliest recollections include the many happy times when he and his father met his railroading Uncle Arthur at the Chicago & North Western station in Milwaukee. (By that time his father had left the CMO to become a stationary engineer.)

From his eighth summer, the lad, shy and serious, was taken by his Uncle Arthur on at least one trip a year in working express cars and he managed several hundred miles of travel on the head end before he ever rode as a revenue passenger.

The thing that Jeanette Knop of Wausau, Wis., remembers best about Jim as a youngster was his Lionel O-gage train that was set up year-'round in his room.

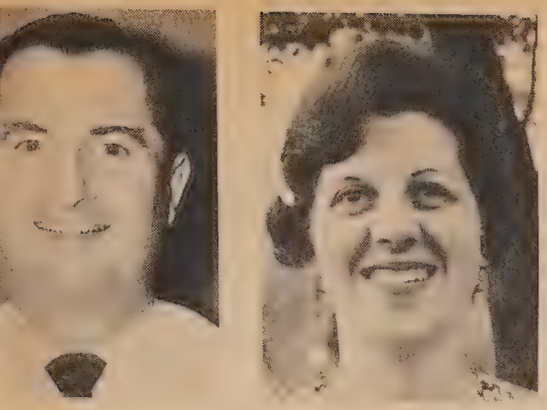
"Jim was a loner and hard to understand," recalls Gladys Simonis of Mosinee, Wis., who has known him since babyhood. "Now, in adult years I find myself wanting people to leave me alone and I'm happy doing things by myself, so I guess that is the way Jim felt then and still feels today."

Railfan No. 38 grew up in a railroad atmosphere. During those formative years there were few times when he was not near the Milwaukee Road or North Western stations. Before finishing elementary school, in which he received high grades for English composition, JS had read just about every factual railroad book he could find in Milwaukee's big public library, his favorite book at that time being Van Meter's *Trains, Tracks & Travel.*

After becoming acquainted with *Railroad Magazine* he began collecting various kinds of railroadiana. This collection he eventually whittled down to alltime bound volumes of *Trains* magazine; all NRHS *Bulletins* since 1950, also bound; books on railroad history, railroad rules, and general rail interest; and a large collection of rail photos, about two-thirds of which he took himself.

And for the past five years, instead of saving the more bulky *Official Guides,* he has been binding public timetables—because, he says, "There is so much freight-only stuff in the *Guides,* and my main interest is pas-

Madison-Milwaukee train 28, a Milwaukee Road mixture of standard and streamlined equipment with Pacific 153, class F-3, hustles through Wauwatosa, Wis., in Jan. 1947. Engine 153, the train itself, and the route are now only memories.



Jim Scribbins and his wife, Barbara.

senger business." He has a copy of every MILW public timetable since 1942, the year he first saw *Railroad Magazine,* the year he became interested in rail photography, and has some timetables dated as far back as 1878. The Milwaukee Road hired Jim in 1948 because he was a known railfan. He worked at times as information clerk, reservation clerk, and ticket salesman, and now has a job combining all three.

"I have often seen Jim Scribbins at his place of employment, the information window at the Milwaukee Road depot," writes Dan Platz of Brookfield, Wis., "and have observed him answering questions. He has helped many travelers to plan vacations by rail. He often goes out of his way to do that extra something that the average person will not do. For example, when planning a trip, he will mention spots worth visiting."

Pre-war issues of *Railroad* and the British *Railway Magazine* amplified his taste for high-speed passenger-train operation which he had acquired from close proximity to the *Hiawatha.* After reading Don Steffee's *Annual Speed Surveys* and E. L. Thompson's *Timing the Fast Ones,* which he feels were among the most worthwhile articles *Railroad* ever published, as well as somewhat similar articles and books by Cecil J. Allen, a distinguished British rail expert, the subject of this sketch began timing trains whenever he rode the fast ones himself. So far he has logged about 200 trips. The front seat of the first dome of "Q" 21 fascinates him much more than that road's surviving steamers 4960 and 5632.

In 1942, when MILW's first two passenger diesels were brand new, Railfan No. 38 was at the depot nearly every Saturday to see them pass through on Hiawatha trains 6 and 101. He became then, and remains, a diesel fan. Far from mourning the passing of steam, Jim is out photographing dieselized trains and studying other aspects

The morning *Hiawatha* (Milwaukee Road train 5), with diesels 103A FP7, FP7, FM, and FP7, 6500 hp., approaches a tunnel at Tunnel City, Wis., in July '58.

of present-day rail operation such as passenger equipment, CTC, and high-speed time freight.

"I am not interested in museum operations which have showily-painted steam engines, train robberies, and such," he tells us, "but I like railroad museums insofar as they don't give the public the impression that all of railroading is outmoded. I would be happy if each museum included an exhibit of modern railroads."

Says Clayton C. Tinkham of Topeka, Kan.: "While it is natural for fans to lament the passing of steam, Jim is one of the relatively few rail buffs who seem to realize that this change was essential to rail survival. Furthermore, he doesn't follow the pack-rat tendency of some of us to hang on to every scrap of paper that once served in a railroad capacity."

In 1949 our subject joined the National Railway Historical Society. "Jim and I were brought together as pioneers in the NRHS westward movement," writes Ralph Cooper, Kansas City, Mo. "He founded the society's Wisconsin Chapter, gave birth to the idea of NRHS regions, and named the Central Region. He has been quite a public relations man for NRHS, I can't understand why he is so outspoken against street railways entering our hobby and NRHS levels. He feels strongly about this, but seems broad-minded in all oth-

Jim plays hillbilly tunes on a guitar.

er aspects of the railroad hobby."

For the past fifteen years Jim has almost constantly held one office or another in the Wisconsin Chapter. Currently he is program chairman.

"Jim Scribbins has several personalities," writes a fellow Milwaukeean, David P. Morgan, editor of *Trains*. "One stands behind the information counter at the Milwaukee Road depot and rattles off the answers to questions ranging from when *The City of San Francisco* arrives in Green River to what Pullman accommodations are available on the *Gulf Wind*—almost invariably without having to consult the *Official Guide!*

"Another of his personalities is the man with a photographic memory who can tell you the number of the day coach and which seat and on what side of the car he and his wife sat in on some obscure trip into the Canadian backwoods ten years ago; and yet another is a fellow with the uncanny ability to visit the *Trains* office on the afternoon that the next issue just happens to be coming out of the bindery.

"Needless to add, whenever anybody from Kalmbach publications goes anywhere by rail, he doesn't call a railroad —he calls Jim Scribbins. But I can't say that I agree with Jim's choice of music which has always been mostly country and Western."

When he isn't railroading, No. 38 likes to play hillbilly tunes on a Spanish guitar, preferably on a Friday night with a few kindred souls, including two policemen and a construction worker. "We pick and sing," he informs us, "until three in the morning."

He also has a deep interest in early American history and delights in visiting such places as Williamsburg, Va., and Lexington and Concord, Mass. But he doesn't care much for television.

"On the rare occasions when I watch TV," he says, "I make sure it's either a laugh-producing show or a travelog. Most TV and radio commercials are an insult to anyone with a reasonable amount of intelligence."

His daily newspaper reading is pretty much limited to the editorials, the comics, and some news stories. Transistor radios, he feels, when played loudly on trains, local and inter-city buses, and in other public places, show a callous lack of respect for the captive audience. Other items high on Jim's list of pet peeves are railfans who practically never travel by rail but complain when trains are discontinued. He also resents the fact that many railroads continue to publish public timetables in standard time in areas where daylight time is state-wide.

Says railfan Ralph Cooper: "Jim takes life quite seriously, seldom cracks a joke, although he does share the laughs of someone else's humor. He speaks as though he were attempting to read lines out of a book. While talking at a steady pace, he seems to be fighting hard to make a careful choice of words and accurate descriptions of what he is discussing."

Mrs. Patricia Chesen of Annandale, Va., likewise regards Jim as "a rather slow speaker." She comments: "He thinks out what he is going to say, seemingly phrase by phrase. A listener might have to slow down his or her own thought processes in order to stay with Jim's conversation. Predictability is another quality of his. He leads a well-disciplined life. You can count on his answering a letter promptly. He usually gets plenty of sleep at night, before going to work the next day, to ensure his being alert on the job.

"He takes long railroad trips and sends accounts (parts of them I don't understand) which include even the numbers of engines and cars on the trains he rode. I think his interest in railroading, particularly in the Milwaukee Road, is too all-consuming. His interest in world affairs is confined pretty much to the world's railroads."

We'd like to modify that last statement. Jim's favorite author is John Gunther, whose books have a broad international scope and say little, if anything, about railroads.

Jim is a good railroad writer. Many readers like his stuff. He has never forgotten that his first published article was a feature on the Green Bay & Western in our Nov. '51 issue. Eight years later he did most of the work on our long itemized list of "Steam Locomotives on Display" (Oct. '59).

Most of his writing, however, is done for *Trains*. He does not feel qualified to turn out the human-interest anecdotes —in addition to straight facts and figures—that *Railroad's* editorial policy now calls for. Another outlet for Scribbins articles is the NRHS *Bulletin*. He also contributes letters for publication in local newspapers, defending

One of the nation's hottest time freights: Milwaukee Road 261 XL special (actually running as X360 west) barrels through Elm Grove, Wis., on its 55½-hour Bensenville-Seattle dash.

John Keats' line, "A thing of beauty is a joy forever," could well apply to the afternoon *Hiawatha* (at Wisconsin Dells).

the railroads against unfair criticism and pointing out the injustice of our country's transportation policy. In addition, he writes notes along the same lines to officials in all levels of government.

Our hero keeps physically fit by being active. He enjoys swimming and long walks, generally avoids sweets, and never drinks anything stronger than beer or ale. He seldom eats between meals but sometimes likes a peanut butter and cheese sandwich before going to bed.

Like nearly all of the *Interesting Railfans* in our series, we are proud to report that No. 38 does not smoke. In fact, he wishes smokers would show more regard for the non-users of tobacco by utilizing ash trays whenever available and by lighting up only in designated smoking areas.

"It is no fun taking a seat in a train or elsewhere," he says, "and finding it is littered with cigarette ashes and ground-up butts."

He maintains, furthermore, that railroads should do a better job of enforcing smoking regulations or at least should provide one non-smoking coach on each train.

Jim's marriage to Miss Barbara Driscoll, daughter of a railfan friend, on Feb. 25, 1956, was the smartest thing he ever did. "Barb" turned out to be an ideal wife. She is a capable photographer, too. On occasions, she shoots 35mm color slides of rail subjects that her husband, standing nearby, is photographing in black and white. Her specialties, however, are landscape and flowers.

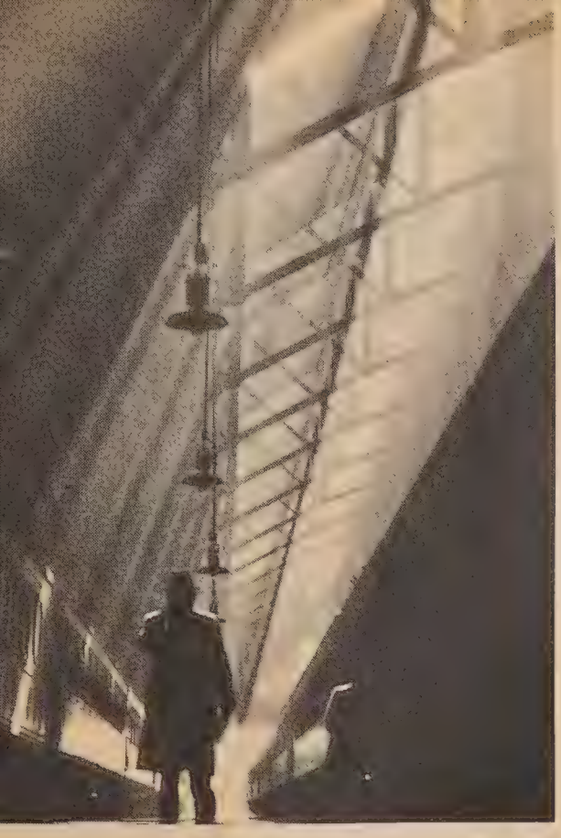
In taking pictures of trains or other railroad equipment, JS aims to include enough of the surroundings to identify, if possible, a specific location. Rather than let his photography die with steam, he has expanded it to include depots, towers, and passenger cars. Recently he has been giving much attention to night scenes with a tripod and time exposure but no flash.

He deplores the type of photo in which the railroad is merely incidental, such as distant trains behind farm equipment working in a field or trains deliberately blurred to denote speed. Some people regard such shots as "arty"; Jim considers them poor photography. Also, he dislikes close-ups of valve gear, smokeboxes, scenes looking ahead from the tender over the boiler, and so on. He has a darkroom in which he develops and prints his photos. ●

Beneath the trainshed of the now-abandoned Everett Street depot in Milwaukee is the Milwaukee Road's *Copper County Limited*, train 5 (Dec. '58). The 2427, a GP9, was painted yellow for passenger service; is now orange, renumbered 201.

Jim does not limit his photographic subjects to locomotives and trains. He made this shot of the Milwaukee's business car *Montana* on the 19th of last October in the Milwaukee depot.

INFORMATION BOOTH



Camera study of trainshed in LaSalle St. Station, Chicago, now torn down.
William M. Ritasse, Philadelphia, Pa.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 *Have the great overarching trainsheds just about vanished from the American scene?*

No, but their number is slowly dwindling. Chicago still has five; Central Station, Grand Central Station, Dearborn Street Station, LaSalle Street Station, and the North Western Station. The Chicago Union Station has a low enclosing roof but with slots down the center of each track, which were left for the escape of locomotive smoke in the Steam Age. Incidentally, a large part of one side of this station's platforms is under the city's main post office.

In addition, Elliott M. Kahn lists the Reading Terminal in Philadelphia, the Pennsy's Harrisburg Station, and St. Louis Union Termnial; and you might say Detroit's Michigan Central Station, which is really a hodge-podge trainshed on one end, under a building part of the way, and to some extent an enclosed unit with highways cutting underneath on the other end.

"Last summer," he tells us, "I saw the Canadian Pacific trainshed at St. John, N.B., and the Canadian National one at Halifax, N.S."

Kansas City, Mo., has a long low affair, partly underneath the station, with slots for smoke release, so maybe you could call it a trainshed. Jersey Central Terminal at Jersey City, N.J. has a similar type of shed, but none of it under the station. Also possessing a trainshed is Hoboken Terminal of the Erie-Lackawanna. And we seem to recall that one of the stations in Washington State has a trainshed, but which one?

There are trainsheds in St. George, Staten Island (SIRT), and Toronto, Canada; Greenville and Spartansburg, S.C.; Nashville and Chattannoga, Tenn.; Louisville, Ky., and Union Stations at Indianapolis, Ind.; Montgomery, Ala.

"At Louisville," writes Edison H. Thomas, manager of L&N's News Bureau, "the shed was built in 1891 along with Union Station. The station building was burned down in 1905 and was rebuilt within the stone walls. The shed was not damaged. Also still standing at Louisville is the trainshed of the original depot built in 1858. It is now part of our local freight operations and still houses freight cars.

"The Nashville trainshed is still in use and now houses, besides passenger trains, an elaborate mail-sorting system. The one at Chattanooga is only part of a trainshed. Built in 1859 by the Western & Atlantic, it was similar to the one that stood in Atlanta (popularized by the book and movie *Gone With the Wind*) and was wrecked by General Sherman in 1864. Only about a third of the Chattanooga shed is still extant."

Elliott Kahn comments "Much less common are railroad depots—located

Photograph by Thomas T. Taber

Gone but not forgotten: the steam-powered *New Orleans Limited* at the old Louisville & Nashville station in New Orleans.

on city streets, through the center of which tracks run. Offhand, I can think of only three, although long ago there were many more. Those three are all in Indiana: the South Shore Line at Michigan City and at South Bend and the Monon at Lafayette."

2 *When did Santa Fe, capital of New Mexico, get rail service?*

The first train arrived there Feb. 9, 1880, on completion of the New Mexico & South Pacific Railroad (now part of the AT&SF).

3 *How fast has the railroad piggyback business been growing?*

In 1955 the railroads of America hauled 168,150 flatcars loaded with highway trailers. In 1960 they hauled 554,115; in 1962 the figure rose to 706,-441, and in 1964 it climbed to 890,216. We have not yet seen last year's figure, but there is reason to believe it exceeds one million.

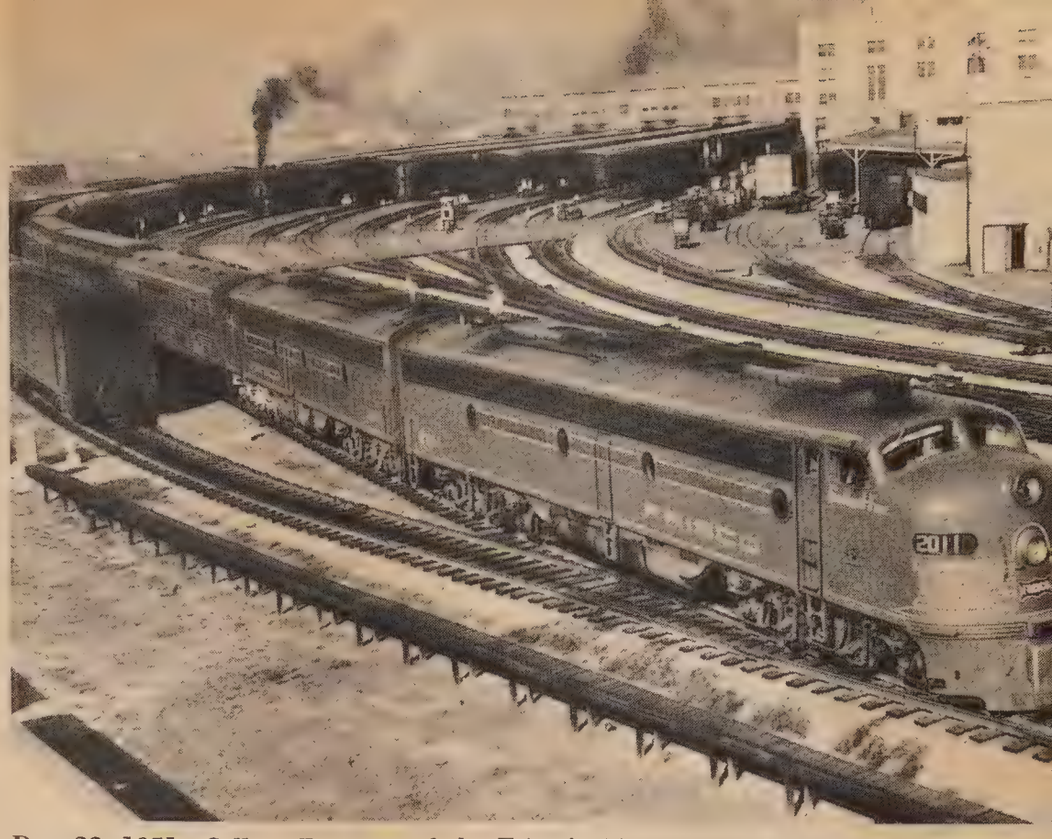
4 *Suppose the driving wheels of a steam locomotive were locked in an emergency stop, would it do any good to reverse her and open the throttle?*

No. Besides, an automatic brake system in good condition will stop a train (with emergency application) in the quickest possible time. Hence there is usually no need to shut off steam and "big hole" the automatic air lever. However, we have often heard of engineers reversing their engines in emergencies. Doing so is a natural impulse and in the event that brakes aren't working properly the reversing is of great value.

"It is surprising how many people associate emergency stop with sliding driving wheels," comments Bill Pennington, Western Pacific engineer, "which was a rare occurrence. First, the engineer would see that the build-up of brake-cylinder pressure did not occur, or at least to the danger point. Second, assuming the driving wheels did start sliding, he'd quickly get the air off the brake cylinders and he might open the throttle, momentarily, to start them turning again."

5 *Print a brief history of the old Mansfield, Coldwater & Lake Michigan Railroad.*

Organized in 1870, this road began operation three years later. Originally projected to run from Mansfield, Ohio, to Allegan, Mich., 223 miles, it was completed only as far as Tifflin, 44 miles. Pennsylvania Railroad supplied its rolling stock. In 1887 the line was sold in foreclosure to the Northwestern Ohio, which in turn became part of the Pennsylvania Railroad system.



Dec. 22, 1951: *Gallant Fox*, one of the Frisco's 14 passenger locomotives named for horses that won the Kentucky Derby, is ready to leave Dallas Union Station.
Photograph by Donald Sims

6 *How much horsepower is needed to make 1,000 pounds of tractive effort?*

That depends upon the engine's specifications, especially the size of her drivers. Two locos may have exactly the same cylinder hp. but one will develop much more tractive effort than the other. This is because the one which exerts less tractive effort has larger drivers, which, as you know, enables her to travel faster at a certain piston speed but which necessarily takes away from her power.

7 *Define the old-style station order board. I see them mentioned occasionally in fiction stories of the Steam Age.*

This was a semaphore signal, usually the three-position type located at a depot. When the signal was at stop, the semaphore arm was horizontal; when at caution, it was at a 45-degree angle; and when at clear, the arm pointed straight up or down. Most semaphores were of the upper quadrant type—i.e., pointing skyward when at clear.

Day indications were given by the arm's position, and night indications by three colored glass roundels, the appropriate one of which was in front of the signal light when the semaphore was in position. The old manual block system employed two such signals, one for the movement of trains in each direction. Usually placed on one mast, they were normally in stop position, being cleared only on a train's approach when the block ahead was clear. "Red board" or "stack of red" was a stop indication.

Many people confuse a *board* with a *block*. On some roads, like the Western Pacific, employes differentiate by calling a board "a clear (or red) order board" as against a "clear (or red) block." While all WP order boards were used as 2-position, they actually were 3 positions: horizontal, red; 45 degress up, yellow. Mechanism and roundels were never used for the yellow aspect.

When a hogger called for the board with 4 whistle blasts, and the operator had no orders for the train approaching, it would be cleared. If there was a "19" order, the block remained red and the op handed up the order on a hoop. For a "31" he'd leave the board red and remain inside the office until the conductor came in and signed for it. If the train-order office was closed, the boards would be green in both directions.

Large iron washers, usually bright red, were placed over the latch on the actuating lever when the op had an order for a given train. This was done to remind him that he had an order to deliver as well as to prevent him from clearing a westbound signal, for instance, for a train for which he had no order.

8 *What are the advantages of the Beyer-Garrett 4-6-2+2-6-4, which I understand made 82 miles per hour in passenger service on the Algerian line? Compare her with the 4-8-4 or 4-8-2.*

The large number of driving wheels and articulated arrangement gives her high tractive effort in starting. She accelerates rapidly, has sustained power

Baltimore & Ohio photograph

Green Springs, W. Va.: new Baltimore & Ohio scale weighs cars loaded with coal or other commodities, registering the weight of each car as the train passes over it, without stopping. (Left) Agent Reed checks computer operation. He sends data to coal-billing office and operator.

because of a huge boiler, and rides smoothly. Furthermore, she permits a 4-8-2 and 4-8-4 capacity without nearly as much weight on each axle as those engines demand. This is important in foreign countries which have tracks of lighter weight than those in the United States. Unlike the heavy Mallets and other articulated jobs which were once popular in our country, the Beyer-Garratt is a flexible, high-speed machine.

9 *Short history of the Tennessee & Coosa is wanted by Oliver W. Roe, born in 1881 near Albertville, Ala., who remembers seeing the T&C grade before track was laid.*

"Obscurity veils the dates of many little railroads," writes Charles B. Castner, assistant News Bureau manager of the Louisville & Nashville, which now owns what used to be the Tennessee & Coosa. The T&C seems to have been chartered in 1844 or '45 to build through northern Alabama from Guntersville to Gadsden, connecting the Tennessee River with the Coosa River. However, the *Official Guide* of Dec. 1885 does not list such a road, so we assume it did not schedule trains until the late 1880's.

In 1890-'91, when the Nashville, Chattanooga & St. Louis (now L&N) asked the ICC for permission to acquire the T&C, only about 8 miles had been built. The big road bought the shortline and completed it. Around that time the Huntsville-Hobbs Island segment also was completed. NC&StL's famous ferry operation began in 1891, when Mr. Roe was ten years old, closing a 20-mile gap in the route to Hobbs Island.

10 *What are the duties of (a) an assistant superintendent and (b) a trainmaster?*

(a) The assistant superintendent is second in authority on a division and performs whatever duties the superintendent assigns to him. So far as possible, he complies with his superior's policies in operating the division. There is no set formula for duties, as superintendents' ideas and policies vary on different divisions. The assistant also is in charge when his superior is away on vacation or enforced absence.

(b) The trainmaster is assigned a certain district, a stated portion of a division. Among his duties are taking charge temporarily in emergencies such as wrecks, washouts, etc., on his district. He also makes surprise tests on train and engine crews to learn if they are complying with operating rules and he inspects stations to see if they are kept orderly and clean. On some roads he also hires train personnel and examines brakemen due for promotion to conductors.

These facts came from Bill Knapke, a retired Southern Pacific conductor, age 96, who has nearly finished writing a book on cabooses for Howell-North.

Years ago, in some of the fiction stories written by conductors like John Johns of the New York Central and James W. Earp of the Rock Island, the trainmaster was a sort of villain or at best a minor "brass collar" to be outwitted by clever train crews. Old issues of *Railroad Magazine* carried many such stories. Earp built a whole series of tales around a conductor known as "Slippery Buck" who repeatedly triumphed over "dumb" trainmasters. The average TM today is highly experienced, competent, and friendly.

11 *What is the story behind the Frisco Lines' giving the names of horses to some of their diesel locomotives?*

In 1950, at the suggestion of Clark Hungerford, then president of the St. Louis-San Francisco, the road named passenger locos for these Kentucky Derby winners: *Seabiscuit, Fair Play, Gallahadion, Big Red, Calvacade, Flying Ebony, Twenty Grand, Citation, Gallant Fox, Count Fleet, Ponder, Whirlaway, Jet Pilot,* and *Pensive.* Also *Dan Patch* (see our Aug. '65 issue).

Other Frisco passenger diesels were named for the following horses: *Ranger,* who carried Gen. "Lighthorse Harry" Lee during the Revolutionary War; *Truxton,* Andrew Jackson's favorite steed; *Winchester,* ridden by Gen. Philip H. Sheridan on the day of a Civil War battle; *Traveller,* beloved mount of Gen. Robert E. Lee; *Messenger,* an early English import who helped to popularize racing in the North in the late 1700's; *Steel Dust,* a famed Texas horse; and *Comanche,* a buckskin pony that was the only living thing found after the Indian massacre of General Custer's troops at Little Big Horn in 1876. The movie industry was represented with the name *Champion,* Gene Autry's horse, applied to one of the locomotives.

For some reason, the Frisco overlooked *Jack,* a white charger that George Washington rode in the Revolutionary War. Freeman Hubbard's book, *Great Days of the Circus,* tells *Jack's* story and carries a full-page picture of him in color. In 1793, when *Jack* was 28, a very advanced age for a horse, a pioneer circus owner named John Bill Ricketts paid President Washington $150 for the right to exhibit that mount in a stall. The President himself attended the grand opening of Ricketts' show in the nation's capital to make sure his old horse was well treated.

We were hoping that some day the

Frisco would name a diesel *Jack*, but in repainting its locos recently the company did not re-apply the horses' names.

12 *Which was the first railroad in what is now West Virginia?*

The Winchester & Potomac (now part of the Baltimore & Ohio). It began regular train service March 14, 1836, between Winchester and Harper's Ferry.

13 *Did you ever print "Frog" Smith's poem, "The Invisible Hand"?*

No, but we have published some of his true tale. They have a folklorish quality and the reader reaction to them was very good. Frog's real name is Ernest A. Smith. He is a boomer logging engineer living in retirement at 219 Hubbard Street, North Fort Myers, Fla. 33903. Here is the poem, condensed for space limitation:

We were rambling through the foothills
That stormy night in twenty-three,
A solid mile of dripping reefers and
The hogger had them rolling free.

Suddenly, the engineer seemed to stiffen,
And looked 'round to see if he was alone.
He'd felt another hand on his throttle,
A soft warm hand that was not his own!

The strange hand shoved the throttle closed,
The latch caught fast as we could see.
The startled hogger next felt the hand
Upon the brake-valve by his knee.

We ground to a stop beside the river
Where naught was left but swinging tracks.
In naked fear we looked at each other
While icy fingers played on our backs.

Together we knelt in that littered deck,
The hogger, the brakie and ashcat, me,
To give thanks to a watchful God
With the saving hand we could not see.

14 *Were there ever two different railroads with the same name?*

Yes, indeed. A careful search of *Poor's Manual* reveals many such phenomena. For example, Minnesota Central *Railway* and Minnesota Central *Railroad*. The former ran from Red Wing to Waterville, Minn., 66 miles. Completed about 1880, it was taken over 4 years later by the Wisconsin, Minnesota & Pacific, which was eventually merged into the Chicago Great Western. The MC *Railroad* linked Minneapolis with Owatonna, Minn., 71 miles. As a subsidiary of the old Milwaukee & St. Paul, it lost its identity when swallowed up by the Chicago, Milwaukee & St. Paul, successor of the M&StP and now called the Milwaukee Road.

15 *An unidentified photo of an oldtime 4-4-0 shows a stack immediately in front of the cab. Do you know anything about such an engine?*

Yes. Brooks built one for the Chicago Locomotive & Improvement Co. in 1884 and numbered her 62. She was tried out on several roads, including the Pennsy, in 1885. A print of this freak is available from the Smithsonian Institution, Washington, D.C., but we haven't checked on the price.

16 *Which was the first steam locomotive to use a booster?*

New York Central's 2-8-2 type No. 3149 in June, 1920. The first *new* engine equipped with a booster was the Central's 4-6-2 No. 3305 in November of the same year.

17 *Describe the* William R. Smith, *one of the engines which pursued the* General *in the Andrews raid.*

All we know of the *William R. Smith* was learned by Wilbur G. Kurtz (son-in-law of Captain Fuller, who led the chase) in 1907 when he interviewed Oliver W. Harbin, the Georgia Railroad engineer who was at the throttle April 12, 1862, when the *Smith* participated briefly in the pursuit.

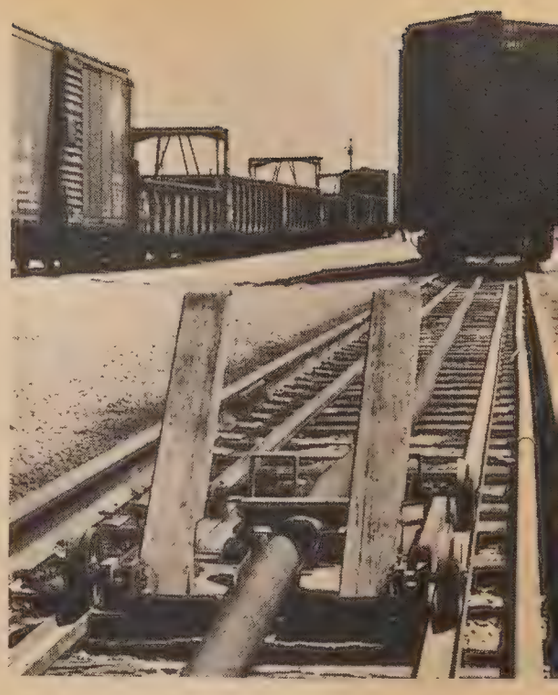
Built by Norris of Philadelphia for the Rome Railroad in Georgia, this engine had link motion with 9x18" cylinders and drivers 4½ feet in diameter. A kettle dome with a whistle, a square sandbox, and a Radley & Hunter stack surmounted the boiler. There was a name-plate on the boiler's forward end just as on Rogers-built locomotives. The bell between the sandbox and the stack hung in a bracket like the one on the *General* today. The spark pipe was carried on the engine frame between the pilot and the half-moon door on the boiler front. Rome power did not have numbers, just names. This one was named for the road's president.

Later the *William R. Smith* was leased to the Muscogee Railroad (eventually taken over by the Central of Georgia) and was in the Muscogee shops at Columbus, Ga., when the Wilson raiders struck near the close of the Civil War, burning shops, engines, and cars. After the war the *Smith's* boiler and machinery went back to the Rome Railroad and were sold for use as a stationary boiler in a planning mill. Still later, the boiler was sold again and removed to Calhoun, Ga., as a stationary boiler.

There is no known photo of the *Smith*, according to Col. James G. Bogle, who supplied the foregoing facts. Our informant lives in Atlanta.

18 *Was America's first electro-pneumatic car-retarder system installed on the Jersey Central?*

No; at the Illinois Central's Markham Yard near Chicago on March 8, 1926.



New substitute for locomotive power: hydraulic ram which can shove 5 cars weighing over 200 tons at Collinwood car-repair shops of New York Central, Cleveland. It is used on sidings and other low-density traffic areas. R. J. Magnan, research engr., developed it.
Photograph by Du Pont

19 *Where can I get the words of the poem "Night Yard Goat"?*

Right here, author unknown to us:

The graveyard goat starts out at 12
To do her nightly grind
And clean up work the day crew drops,
Ties up and leaves behind.
The Y.M. writes his yellow sheet;
The foreman reads it through
To get a line on this night's chores;
So let's look with him, too.

"Be sure you turn the cinder pit
First thing, then spot the dock.

You'll find three hoppers on South One,
Behind ten gons of rock.
The agent wants the team track switched;
Then come against Track Four
And weed the empty non-fits out;
There should be eight or more.

"The boss wants two Class A's;
Just handle them with care.
You wabashed one last night and now
The super's in my hair.
Then go on and pull the rip,
Fill Nine with light repairs,
And bunch the B.O. heavies, too;
Just leave them anywheres.

"Now get together fifteen gons
And twenty O.K. hops
To stock Mine Three; pull in the coal
And block the flats and drops.
Two coal drags going out tonight
Off Two and Five; you've got
To shove 'em to the limit board
If they're here until they rot.

"Make up the timers, north and south,
And get them going quick;
Six, yesterday, was one hour late;
It made the G.M. sick.
Now, do your best, and keep off spot,
And don't commit the crime
Of leaving anything undone;
But mind—no overtime!"

Running Extra

William O. Hess, 226 S. Walnut St., Arlington Heights, Ill., wants to hear from anyone who knew his grandfather, E. E. Hess, York, Pa., or his uncles Walter and Bill; all worked for the Pennsy out of Baltimore, Md.

F. H. Sutton, a Los Angeles reader who gave no street address, says he vaguely remembers seeing a news photo of an auto hanging on catenary and he hopes someone will supply the details.

Brief history of the Dominion Atlantic, a Canadian Pacific subsidiary in Nova Scotia, is wanted by Alfred C. Dietrich, 94-08 214th St., Queens Village, N.Y.

"In 1911 I ran a hotel in Moundridge, Kan., on the Mopac branch from Burns to McPherson," recalls Mrs. Margaret Doty, 4304 Rhea Rd., Wichita Falls, Texas. "Is that line still in use?" Yes, Mrs. Doty, it runs between Eldorado and McPherson for freight only.

Information on U.S. Army Railway in Virginia is wanted by David A. Baynes, 4211 Seidel Avenue, Baltimore, Md. 21206.

Two readers comment on Margaret Nelson's photo of a tiny abandoned station that our November issue carried, both placing it on the Reading's branch between Wilmington, Dela., and Birdsboro, Pa.

Robert E. Phillips, Lancaster, Pa., says it was on the old-time Wilmington & Northern. This branch is in use today, serving Coatesville and Wilmington, but it never served Morgantown and the crossing shown in the picture is probably closer to the former station at Kenneys. According to Hugh F. Stephens, Caldwell, N.J., the abandoned line was definitely Reading, as the crossing sign with pointed crossarms and the circular "Stop, Listen, Look" is almost a trademark of that company.

"The answer to question 14 in your November department that the Camelback was built over the middle of the boiler to improve the engineer's visibility may or may not be right, depending upon how you define *Camelback*," writes Robert E. Phillips, Lancaster, Pa.

He explains that in 1846 Ross Winans designed and built a distinctive 0-8-0 for the B&O, placing the cab midway of the boiler for visibility. She was named *Camel* and numbered 55. In 1854 the B&O master of machinery, Samuel J. Hayes, designed similar-style engines but with a 10-wheel arrangement. The term *Camelback* was then carried over to designate locomotives built to burn hard-coal waste, or culm, that required a large firebox.

In 1877 John E. Wootten, Philadelphia & Reading general manager, designed such a boiler. The first Wootten boiler was applied to engine 412, built in 1878 and sent to the Paris Exposition. This engine was tried out on French and Italian lines but her cab was too high for the close clearance there. To lower it, the cab was moved forward astride the boiler between the firebox and stack.

The word *Camelback* refers to this design, as do the terms *Mother Hubbard* and *double-cab*. The latter terms were an attempt to differentiate between this design, with a wide firebox and a center cab, and Winans' original Camels, which didn't have the unusually broad firebox. Thus in the Wootten engines called Camelbacks (which became the most popular term used until all were retired) the placing of the cab astride the boiler was due mostly to clearance restrictions rather than visibility.

Al Shade of Columbia Station, Ohio, reminds us that locomotives with the engineer and firemen separated were unsafe. "If one should strip herself," he writes, "the rods might fly up and remove part of the cab." The Reading, among other roads, eventually rebuilt their Camelbacks into conventional rear-cab engines.

"What became of the B&O engine *William Mason* after she helped to film the movie *Raintree County*?" asks Doug Kocher, 607 Huddleston Rd., Winimac, Ind. (Now back in B&O Museum.)

A retired Pennsy baggageman, Lou F. Dreibelbis, P.O. Box 153, Hummels Wharf, Pa., says he buys *Railroad Magazine* each month for a seven-year-old grandson who is interested in the rails. Lou retired in 1963 after 45 years of service at Sunbury, Pa. He asked how many trains entered and left Sunbury in 1918 during an average 24-hour period.

Actually, two ran each way between Sunbury and Lewistown; three each way, Sunbury-Wilkes-Barre; two each way, Sunbury-Shamokin; and 11 each way Sunbury-Williamsport, Buffalo and Erie. Add 'em up!

"Please help to find my son, Jerry M. Adkins, who was stationed on the U.S. Navy ship *Ticonderoga* at San Diego, Calif., but disappeared September 23rd," appeals Mrs. C. M. Adkins, 715 Buffington St., Huntington, W. Va., wife of a Chesapeake & Ohio shopman.

"Anything you can tell me about the old Oregon Short Line (now Union Pacific) will be appreciated," writes A. S. Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062, "such as a history of the OSL, how many stock cars were built for it in 1903, and their length and original numbers."

"Frog" Smith has this to say about our October question 4: "I went to work on the Birmingham, Columbus & St. Andrews in 1912. It was then in the hands of a receiver, 'Doug' Campbell, whose brother John was a passenger conductor. I saw an old 0-4-OT hidden in a pond to keep the Louisville & Nashville boys from poking fun at her.

"At that time No. 33, a ten-wheeler weighing about 60 tons, with a shallow 9-foot firebox, was trundling freight with Arch Pippin as throttle artist and Arch Sims as 'the brains.' Her bootleg stack set the grass on fire pretty often, but when they put a balloon stack on her she wouldn't have steamed in Hell with the blower on.

"One night in the fall of 1912 she rolled into Macon, 113 miles from Chipley and home, with 40 pounds of steam. After an hour's hard firing had brought the steam pressure up to 60, they decided to go. But the old oilburning headlight refused to burn, so they borrowed a bull's-eye lantern from us and tied it on the smokebox.

"Arch Pippin made about a quarter-mile before he plowed into one of Leonard Finch's cows and smashed the lantern. Before he could shut off and find the brake valve, another heifer landed on the pilot and knocked the busted lantern and the right marker lamp off. It was a memorable night run.

"One day that same engine was hauling a work train with six carloads of sand. Conductor Sims busted open a yellowjackets' nest at the middle of the train. Everybody in two track gangs got stung, also Bill Hite, the hogger, who positively refused to go back to the en-

Mogul No. 3 of the Camino, Cable & Northern, in California, one of the very few tourist steam lines that run in winter.

gine until Sims had moved her away a safe distance. So the con climbed into the cab of the deckless 4-6-0 and closed the two back doors and windows. But instead of backing to a safe distance, he moved her ahead to the yellowjackets. Then he set the brakes, opened the cylinder cocks and throttle, blowing the insects in all directions and giving us all a rash of new stings!

"Sims got an encore on the cussing-out he'd already received. We lost more than an hour trying to get our shovels, with which to empty the cars, for they weren't dump cars. At last we had the situation under control and decided to call it a day as soon as we unloaded the sand.

"Another BC&StA engine, No. 22 was a beauty, with four 6-foot drivers and a gleaming brass trim. I remember riding the cushions when the first car of the mixed train she was pulling went through a small trestle, after the engine herself had passed safely over it. Tal Wilcox was firing that day, but had swapped jobs with the parlor brakeman, Newsome, and was sitting in the converted boxcar caboose. With the smash, I butted the seat just ahead but came up in time to see Wilcox strike the ground running, after a 20-foot leap from the caboose. He was safe in the swamp before he stopped to look around. What he saw was plenty.

"Four boxcars piled up on the broken trestle. The caboose was on top, where it teetered dangerously. The side door slammed shut. Inside, the conductor and the Negro baggageman yelled like the devil. Well, we all finally got clear of the wreckage, and the paying passengers rode the engine cab three miles to Wausau, while the baggage man and I rode the pilot. Those were glorious days on the old Birmingham, Columbus & St. Andrews. Your history of that line, dear Miss Barbara, brought them back to me."

"Thanks for printing my query about the car *Iron Mountain* in August issue," writes George Beater, P. O. Box 3162, Buckthorn Station, Mesa, Ariz. 82501. "A reader sent me details in the form of an article by James Cook in *Arizona Days and Ways Magazine*, dated May 23, 1965. The article states:

This 80-foot-long mansion on wheels used to carry the president of the Denver & Rio Grande Railroad. The self-contained unit cost the D&RG a quarter of a million bucks to build in the 1920's, and it has been modernized twice since then. It now belongs to Harris J. Allen, 24-year-old owner and director of Arizona Ranch School in Tuscon. It is the eighth car owned by this young railroad buff or his companions.

In 1962, he bought his first piece of rolling stock, the Chicago & North Western executive car that had been used by Herbert Hoover when he was President. Early in 1964, he began dickering for the D&RG president's car. He couldn't afford the $13,400 tab outright, so the car remained in joint ownership and the railroad continued to use it. Last December 28th it pulled out of Denver and rolled the 1,040 miles to El Paso, Texas, then into Tucson.

The car has its own propane electric generators and huge storage batteries. It has air-conditioning and a 2,000 gallon water tank. It has a chrome-plated kitchen, a luxurious master bedroom with bath, a rear platform, and front-view mirrors so you can see the engineer's signals from the living room.

There *was* a fine set of china but Allen and his companions forgot to confine it to a special skid-proof cupboard, and the crockery was lost on a curve near Trinidad, Colorado.

The car is now parked at Phoenix, Ariz., in the yard of E. V. O'Malley, also a railfan. It serves as clubhouse for the newly formed Old Pueblo Chapter of the National Railway Historical Society. Allen repainted the car and christened it *Iron Mountain* in honor of his ancestral home town in Michigan. ●

Collection of E. A. Smith

"Frog" Smith used to fire this 10-wheeler, No. 33 of the Birmingham, Columbus & St. Andrews, which originally ran on the Nashville, Chattanooga & St. Louis.

Each week-day nearly 200,000 people funnel through Jamaica station, busiest depot on the Long Island, America's largest commuter road. Photo at the left shows a closed-circuit television camera aimed at one of the five tracks in this station.

KEEPING TAB ON COMMUTER TRAINS

MODERN devices are easing the life of commuters and speeding them on their way. One such innovation, closed-circuit television, has been functioning at the Long Island Rail Road's Jamaica station since December, 1963. Nearly 200,000 people pass through or change trains there on an average week-day. When the rush-hour traffic reaches its peak, tempers can grow short on crowded platforms and in jammed passenger cars as trains zip in on five different tracks (4, 5, 6, 7, and 8) on a tight, regular schedule.

The stationmaster or his assistant must watch all those tracks from a booth located on the platform between the two end tracks, 7 and 8. This becomes difficult because his view of tracks 4, 5, and 6 is blocked when there's a train on 7 and 8.

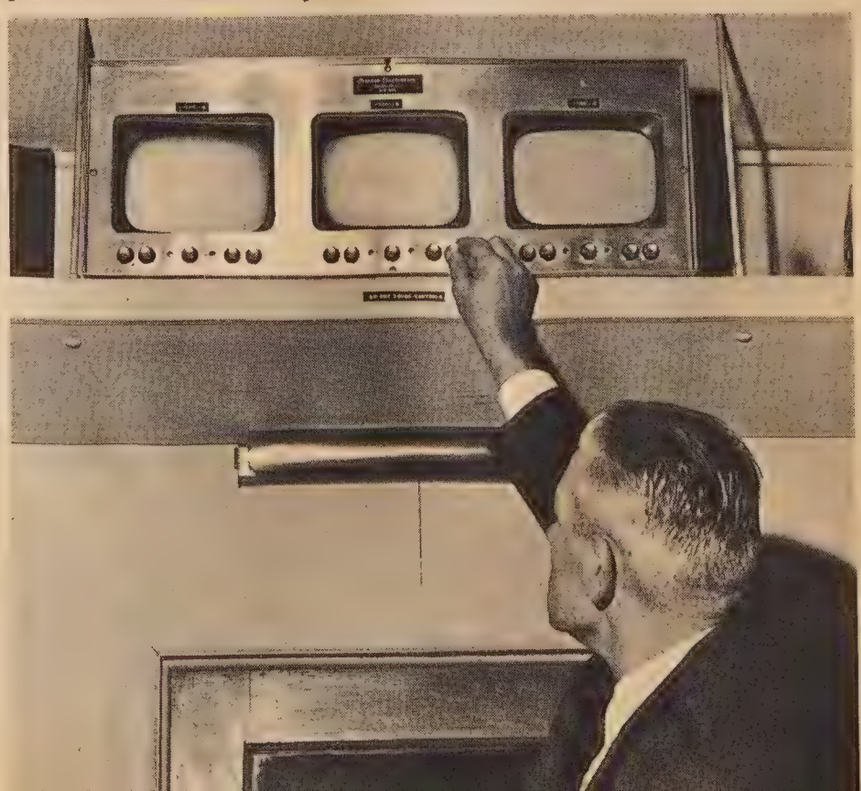
Closed-circuit TV has unblocked that view. Blonder-Tongue Laboratories, Inc., which manufactures such equipment, worked with its distributor, Norcon Electronics, to develop and install this system.

Three transistorized cameras in use at the Jamaica station, situated at the edges of platforms serving tracks 4, 5, and 6, keep an eye on the loading and unloading of commuters. These cameras deliver sharp black-and-white pictures of the situation to three 8-inch TV monitors in the stationmaster's booth. They provide a clear view of passenger flow and train arrivals and departures. A glance at the monitors shows him these things even when a train on track 7 blocks off direct view.

The model TC-IV cameras at the east end of tracks 4, 5, and 6 are encased in specially designed enclosures which are tamper-proof and insulated against bad weather. They are situated between steel beams just below the platform roofs and are remotely controlled from the stationmaster's post by means of a switchbox. He can automatically turn on any one of the cameras, or all three at once, to check on any of the tracks under his surveillance, or turn them off, without leaving his booth.

The cameras are equipped with automatic compensation mechanism on their lenses, which adjust to the intensity of light and darkness without manual controls. LIRR officials use this means of keeping tab on a quick succession of swiftly-moving trains. ●

Jamaica stationmaster adjusts TV monitor for better view of the trains.



TRANSIT TOPICS

Small-scale operating model of French Aerotrain. This was developed by Bertin & Co., which claims that the full-size vehicle "will carry passengers in perfect comfort and security at 122 to 244 miles per hour." It is intended mainly for city-suburban rapid transit. On relatively short runs it would accelerate to not more than 122 mph. Some objective experts regard the Aerotrain as "the best future solution for short or medium distance transportation."

Photo courtesy of France Actuelle

ABANDONMENT of the Pennsylvania-Reading Seashore Lines' 4-mile track between Camden and Haddonfield, N.J., is recommended in the official findings of Joseph A. Woolman, an Interstate Commerce Commission examiner. This report is a big step toward completion of the high-speed rail line from Philadelphia through Camden and on to Lindenwold, N.J., 15 miles in all, along PRSL right-of-way.

Stephen D. Maguire

In sending us this news, Art Munson, 4222 Hartel St., Philadelphia, Pa., says the ICC approval will hasten work on the third-rail rapid transit line, which may possibly be completed by the spring of 1968. Meanwhile, the old tracks that will not be used can be removed and a substitute bus service can be inaugurated between Camden and Haddonfield to be followed in due time by the new, fast, electric trains into and out of Philadelphia.

RARELY is a traction line hit by the full fury of a hurricane, but that's what happened to the single remaining trolley route in New Orleans, Charles Avenue route, which is also the country's last streetcar line still using only pre-PCC equipment. A visitor to New Orleans named William Moll, Jr., 4009½ Lanark Lane, Houston, Texas, tells us that as soon as it appeared certain that hurricane Betsy would hit the city with gales up to 150 miles per hour, all streetcars were taken into the car barn and they were kept there four days. Bus and trackless trolley routes also were suspended during that time.

The St. Charles line, along which many decorative trees stand in the center reserved track, was cluttered up with trees knocked down over the wires by fierce winds. That damage called for considerable cleaning up after the storm. While the debris was being cleared away, buses were operated temporarily over the route beside the tracks, bearing "St. Charles Street" stickers pasted on their windshields. At length, the trolleys came out of the barn to resume regular service for a long, long time, we hope.

SOME smart-looking cars have begun arriving for eventual service on Montreal's new subway that is expected to begin operation next year in time for the World Exhibition to be held on St. Helen's Island in the St. Lawrence River. These are the first of the 370 French-designed cars being built for the line by Canadian Vickers Ltd. All 370 will have rubber tires with steel guide-wheels, just like the Paris *Metro,* or part of it, after which the Montreal system is patterned.

But are rubber-tired subway cars efficient and desirable? Maybe they are and maybe not. A Parisian named P. Malterre raises some doubt on this subject with an article entitled, "Are Paris Fashions Really the Best?", which appeared in last September's issue of *Modern Tramway*. Malterre's five-page piece gives details of the first two rubber-tired Paris *Metro* lines, intimating that the actual performance on those lines is much less satisfactory than we had been led to believe. He mentions jerks and jolts on sharp curves (but doesn't that same criticism apply also to non-rubber-tired subway operation?) and says the *Metro's* rubber-tired power consumption is a closely guarded secret, leaving readers to drawn their own conclusions from this secrecy.

Malterre writes: "It had been settled

that the whole of the Paris *Metro* would be converted (to rubber tires) over a period of 50 years, but there is now much more uncertainty. Thanks to the troubles of line 1, it had been all but decided to renew the rolling stock of line 4, the second heaviest, with modern conventional trains. In the meantime, Montreal has decided to adopt the *Metro sur pneus* for its new system which is to be built with RATP (Metro) assistance; and abandonment of the very same device in Paris at the same time would have looked more than suspicious, and it seems that route 4 will become rubber-tired for political rather than technical reasons.

"The future policy is not very clear, but it may be guessed that the odds in favor of rubber-tired trains are steadily getting shorter."

CONSTRUCTION details for the Trans-Bay underwater transit tube, key link in the San Francisco Bay Area's new 75-mile rail rapid transit system, include a massive tube, together with specially-constructed approaches, which will extend nearly six miles across the bay, connecting the planned future subways of downtown Oakland and San Francisco. It will be the longest of its kind in the world, barring possible development of a similar-type crossing proposed for the English Channel.

The project will involve two different methods of submarine construction—sunken tube assembly and conventional tunnel boring. The sunken tube segment will occupy a four-mile trench dredged out along the floor of the bay, reaching a maximum depth at one point of 130 feet below the water surface. The tube construction will be carried out over the next three years under four separate contracts.

Total cost is estimated at $133 million, to be financed by automobile users through the allocation of surplus toll revenues from the San Francisco-Oakland Bay Bridge. The State Legislature authorized the bridge tolls to augment $792 million in bonds approved by Bay Area voters.

Trans-Bay train service is expected to start in mid-1969. Rapid transit trains will travel through the tube between downtown Oakland and downtown San Francisco in only eight minutes!

A smaller San Francisco project that is stirring somewhat less enthusiasm but that promises dividends far beyond the investment is now going forward at the cable-car barn at Washington and Mason streets, we learn from Ralph Kerchum, Oakland, Calif. Through the expenditure of $60,000 now available in the city budget, the ancient and formerly disreputable-looking building will be transformed into a bright and shining tourist attraction.

Inside and out, the structure will be dressed up in a painted coat of many colors. Its operating machinery, hitherto immured beyond the curious eyes of cable-car buffs, will be burnished and placed on exhibition The building will become a cable-car museum, inviting public attendance through a collection of historical photos, pertinent exhibits, and a fully equipped cable car.

Photograph by Mike White

Trolley with trailer is popular form of transportation in Nurenburg, Germany.

EDITORIAL in *The New York Times*: "The people of New York City voted for a change, but Michael J. Quill has already made it clear that in at least one area he intends to keep them from getting it. The banshee of the subway system has come forward with his usual grab-bag of unrealizable demands for delivery to his union members on the city-owned transit lines.

"Since Mr. Quill's two-year contract with the Transit Authority expires at 5 a.m. on New Year's Day, five hours after John V. Lindsay takes over as Mayor, the terms of the new agreement —and the certainty that there will be no strike—are matters of urgent concern to Mr. Lindsay. He made a campaign pledge to preserve the 15-cent fare, and every penny of extra labor costs will make that pledge harder to keep without starving other essential municipal services.

"The important thing in the negotiations with the Transport Workers Union is to make plain, from the outset, that the old days of economic bludgeon and political blackmail are over. The wages and working conditions of New York's transit workers compare favorably with those of transit workers in other cities and with those of employes in other civil service agencies. There is no critical inequity that provides any basis for a strike threat in transit, even if the law did not make such strikes illegal."

HOLLAND'S first subway line, now under construction at Rotterdam, is being built under the bed of the Maas River along the only route that would not disturb the millions of piles driven into the reclaimed land on which the city is built, reports Alfred J. Kleinsmith, 1378 Brookline Dr., Cleveland, Ohio.

OUR next three items come from *Newsletter,* the monthly publication of the Institute for Rapid Transit, with headquarters in Chicago's Merchandise Mart.

A $200 MILLION mass transit plan for Baltimore, to include an 8-mile subway loop around the heart of downtown, received a boost with the introduction of a bill into the U.S. Senate by Sen. Joseph D. Tydings (D., Md.) which would give state governments the authority to use federal highway funds for either road construction or mass transit systems.

"We are not opposed to highway construction," explained Senator Tydings, "but we do not believe automobiles alone can handle the job of moving large numbers of people in the metropolitan areas." A companion bill was introduced in the House by Rep. Jonathan B. Bingham (D., Bronx).

THE CHRONICLE of Houston, Texas, has been publishing articles and editorials urging that city to begin planning now for a future rapid transit system. Prof. Edward L. Michaels of the University of Houston was quoted as saying: "Houston should be building a balanced system with railroad rapid transit as the core, with freeways, buses and automobiles augmenting it." According to Houston City Planner Roscoe Jones, the question is not whether the city needs rapid transit but how to get it.

The Chronicle editorialized: "Perhaps, in time, science will come forward with some out-of-this-world new way to move masses of people comfortably, in a hurry, and at a reasonable price. But as of now, or in the foreseeable future, rail cars can come nearer doing this job than any other means."

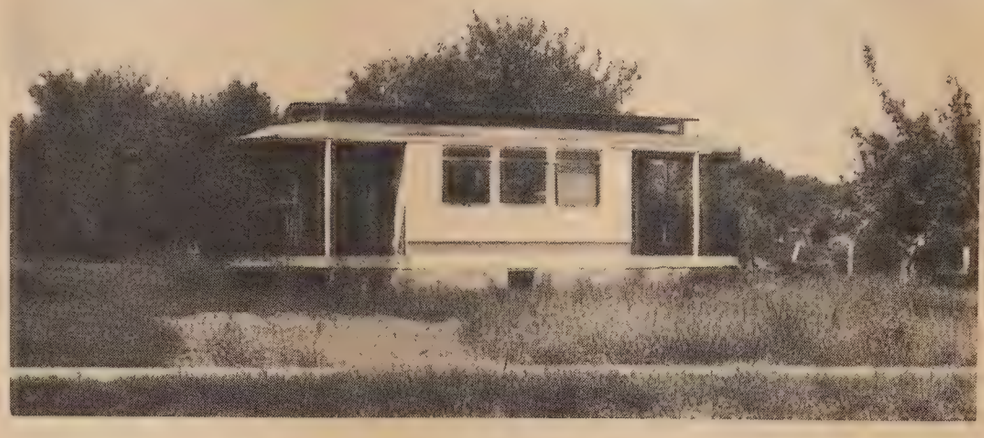
POINTING UP the need of rapid transit in the Twin Cities, the *Minneapolis Star* recently devoted a full page of "editorial opinion" to the subject. "Some day the Twin Cities are going to have to go to rapid transit," said the newspaper. "We can't go on building freeways forever.

"Before the area goes much further in planning its future transportation facilities—and, in particular, before the Highway Department goes much further in planning freeways—somebody ought at least to sit down with top executives of the Chicago & North Western and talk about what the railroad, as owner of potentially valuable right-of-way, might be willing to do in the way of making property or trackage available."

"BUFFALO'S Airport has a railroad track running right through it," says Thomas B. Reitz, chairman of South Towns Area Rapid Transit (START) in the Buffalo area. "In fact, the Lehigh Valley's former double track has been cut to one. Moreover, the West Shore runs just across Genesee Street. What an opportunity to get people and mail between transportation terminals! A connection between the Lehigh and the Shore, and we could deliver mail to the new Buffalo post office and people to downtown Buffalo."

Bill Kessel of Hamburg, N.Y., who ent us this item, points out that START is calling for utilization of existing radial lines for commuters, an idea being studied by committees of the Erie County Board of Supervisors and local planners as well as a committee of the Buffalo Area Chamber of Commerce.

"Cleveland is likely to be the pioneer," Mr. Reitz goes on. "It is almost certain that the long dormant extension of rail rapid transit to Hopkins Airport



Three stages in history of what was originally the parlor car *City of Manchester*, operating at Manchester, Ohio. Second photo shows it used as chicken coop. Now restored, it runs on Seashore Electric museum line, Kennebunkport, Maine.
Photos from collection of Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

Now operating on Chicago Transit Authority lines are 180 of these cars, the first air-conditioned rapid transit cars in the U.S. Built by Pullman-Standard.

Heavy snow hit Northern Ohio Light & Transit cars at Canton, Ohio, in 1920.
Photo by McKinley Crowley, from "Interurban Limited" book

is coming soon, and postal authorities are studying the use of postal cars on the railway. Toronto's subway plans include that airport, too. We in Buffalo are fortunate to have railroads at our own airport. Will we be wise enough to take advantage of it?

"The Housing & Home Finance Agency has granted $5 million to help buy 44 cars for the PATH line between Newark and New York City, in connection with Jersey Central commuter service."

New Electric Publications

The Erie Railroad, Rochester Division, by William Reed Gordon, 146 pages, 8x11", well illustrated, soft cover binding, is available at $3.25 from the author, Wm. R. Gordon, 811 Garson Ave., Rochester, N.Y. 14609. Originally intended as a story of Erie's electrification of its 34-mile branch line from Rochester to Mt. Morris, N.Y., into an interurban type service that lasted from 1907 until 1934, the book also covers early steam days of predecessor lines and the later days of the electrics, McKeen cars, and gas motor cars in the entire area from Buffalo to Bath and Corning, N.Y.

This book has a special appeal for steam fans. Its many disconnected news accounts from northwestern New York State are concerned in part with early steam lines and there are numerous good photos of Erie Camelbacks in service. Don't expect a chronological history. This is a scrapbook of news items and photos, many rare, through which the reader must make his way through a maze.

Surface Cars of Philadelphia, 1911-1965, by Dr. Harold E. Cox, is a 95-page illustrated story and roster of PRT trolleys of the era. It can be had for $3 a copy from Dr. Cox, 80 Virginia Terrace, Forty Fort, Pa. We neglected to include the address in our December review.

The Story of the Seattle & Ranier Valley Railroad is the subtitle of a paperback book miscalled *Trolley Days in Seattle*. Written by Leslie Blanchard, with 48 pages, 6x9", illustrated, and staplebound, it is published by Trans-Anglo Books, P.O. Box 2252, Los Angeles 53, Calif., to sell at $1.

Dating back to 1890, the 12-mile S&RV was one of the earliest interurban attempts and plunged into financial trouble right at the start. Among its 38 passenger cars were at least 16 different varieties, but it was best known for a group of rather unattractive, flat-faced, heavy, steel cars built in 1900 by the Moran Shipyards at Seattle. Belying their appearance, these monsters could make 50 miles per hour and were the mainstay of the service until operation ended on New Year's Day, 1937. You will find some really choice views of S&RV cars and also other Seattle traction lines in this inexpensive booklet.

Trans-Anglo Books has also put out a revised edition of *The Skunk Railroad* in a 66-page paperback, 6x9", which includes new photos of the *Super Skunk*. The latter is a steam train that began service last year, adding to the regular service of motor car *Skunks* that carry visitors and fans along the California Western between Willits and Ft. Bragg, California. This paperback sells for $1. (Another new Trans-Anglo book, *Dinner in the Diner*, is reviewed in *Books of the Rails.)*

The Rhode Island Company, Part 1: Equipment Roster, by Richard L. Wonson and Paul W. Frazier, 96 pages, 8x11", illustrated, with soft cover and staple binding, is published by Branford Electric Railway Assn., P.O. Box 457, Short Beach, Conn. 06407. Price $4. This first of a series on the Rhode Island trolley system includes a complete roster, maps, and photos, two to the page, of very good size.

Ride Down Memory Lane, new revised guidebook of the Branford Electric Railway Museum line and trolleys, has 60 pages, 6x9", with many photos of museum cars and the story behind each. Front and rear covers show brightly colored views of the line. Price $1.25 from BERA.

Branford Electric Railway also offers 7-page employees' timetable No. 1, enclosed in a cover and designed to resemble railroad operating timetables, $1. And in commemoration of Branford's twentieth year (chartered in 1945), special anniversay tokens, each good for one ride, have been coined. They can be had for 50 cents each if self-addressed stamped envelope is enclosed.

Were you one of the few persons who guessed the subject pictured on page 16 of our January issue? Photo showed a luxury tourist train en route through Sweden from Stockholm to Narvik, north of the Arctic Circle. A full-color illustrated folder giving details of that adventurous trip may be obtained free from Sunlit Nights Land Cruise, c/o Swedish State Railways, Stockholm, Sweden.

NORTH JERSEY RAPID TRANSIT

by E. Jay Quinby, former NJRT motorman

Upon a summer's afternoon
Through verdant hill and dale
A mellow whistle played its tune,
Now merry, now a wail.
A hand that grasped the whistle-pull
And deftly eased the quill,
A hand that turned the power full
To climb the Waldwick hill
Or shut it off to win the kale
For economic coast,
Now pens this melancholy tale
As the Interurban's ghost.

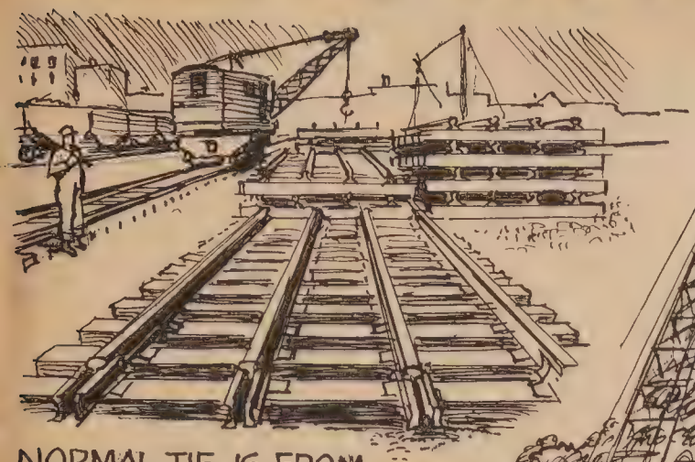
Gone is the rail, the whistle's wail,
The singing trolley wire.
The weeds have claimed the right-of-way,
The ties consumed by fire.
Each handsome Interurban car
In green and gold resplendent,
The victim of a wrecker's bar,
Destructive, unintelligent.
In this drab age, who can restore
The blue-white silv'ry gleam
Of snowy winter's midnight hoar
In the arc-light's brilliant beam?

From Suffern's lofty Ramapos
To Passaic River's bed,
Through forest, field, and cottage rows
The Interurban sped.
Folks built, as everybody knows,
Along the trolley line.
It carried them to work, to shows,
It took them out to dine.
And then each family bought a Ford,
By affluence overtaken;
In Ridgewood too, some could afford.
The North Jersey was forsaken.

Now half a century has passed,
The area's being strangled.
The people choke while being gassed
In hopeless traffic tangled.
The progress pretext gives us pause
For fond nostalgic musing
About the line that died because
Of insufficient using.
Upon headquarters creditors
Descended at Ho-Ho-Kus;
They scrapped our line, those predators,
'Twas prosperity that broke us!

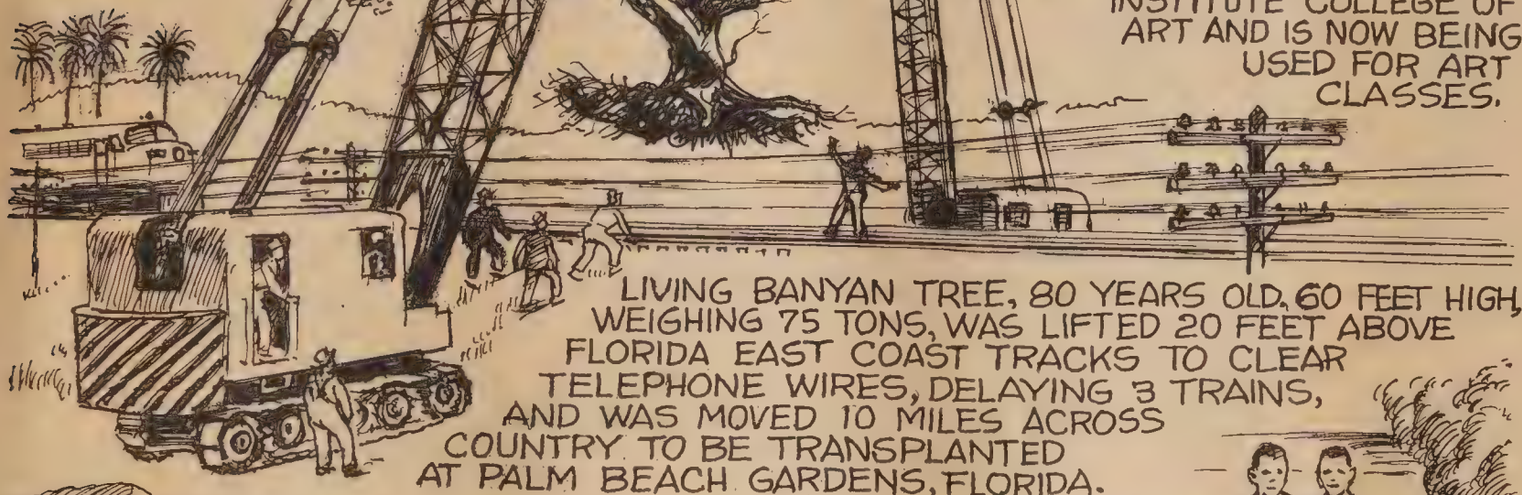
ALONG THE IRON PIKE

by Joe Easley

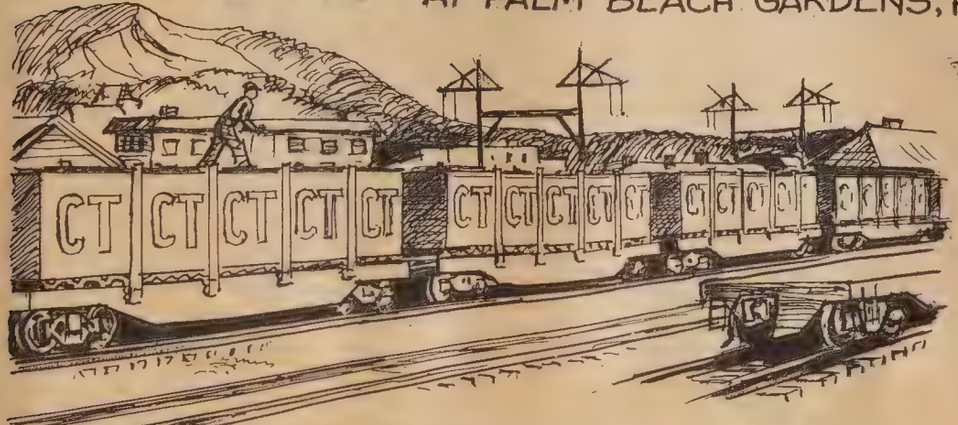


NORMAL TIE IS FROM 8 TO 9 FEET LONG. TIES USED ON 4-RAIL PANELS FOR UNION RAILROAD'S NORTH BESSEMER, PA., TUNNEL MEASURE 11 FEET. TUNNEL NEEDS ABOUT 1,600 GIANT TIES.

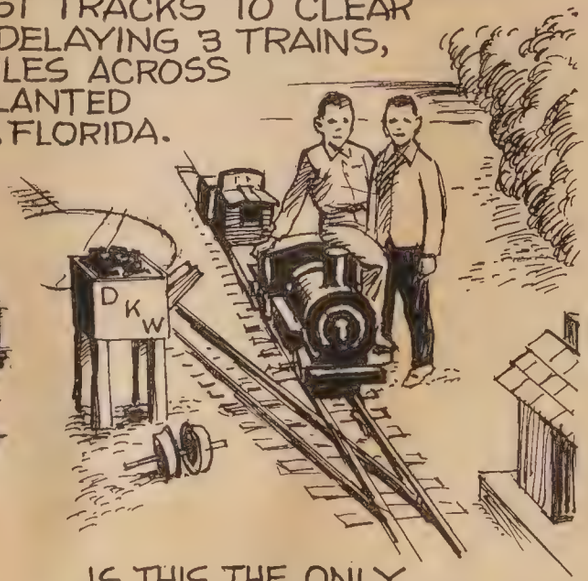
B&O'S OLD MOUNT ROYAL STATION, A BALTIMORE LANDMARK, HAS BEEN SOLD TO MARYLAND INSTITUTE COLLEGE OF ART AND IS NOW BEING USED FOR ART CLASSES.



LIVING BANYAN TREE, 80 YEARS OLD, 60 FEET HIGH, WEIGHING 75 TONS, WAS LIFTED 20 FEET ABOVE FLORIDA EAST COAST TRACKS TO CLEAR TELEPHONE WIRES, DELAYING 3 TRAINS, AND WAS MOVED 10 MILES ACROSS COUNTRY TO BE TRANSPLANTED AT PALM BEACH GARDENS, FLORIDA.



TRAINLOAD OF CONTAINERS SUPPLIED BY CONTAINER TRANSPORT INTERNATIONAL INC., MOVES ALONG PANAMA RR. WITH EQUIPMENT FOR U.S. HOSPITAL IN ANCON, CANAL ZONE. THE SHIPMENT WENT BY RAIL FROM PLAINFIELD, CONN., TO NEW ORLEANS, THEN BY SEA TO CANAL ZONE, AND BY RAIL AGAIN TO ANCON.



IS THIS THE ONLY RAILROAD OWNED AND RUN BY TWINS? THE DUNKIN KRIK & WESTERN, 220 FEET OF TRACK, 12" GAGE, IS OPERATED BY CORBETT AND LAWRENCE CANNON, AGE 9, AT CLINTON, S.C.

BRANCH-LINE OPERATOR

fiction story by E. S. DELLINGER

former brakeman, Missouri Pacific and Frisco

IF YOU had been working the best part of your life on a branch line in an isolated mountain depot and liked it there and if you were getting on in years, you could understand how Matt Jacobs felt when they told him that he'd likely have to go away from his mountain home and into bustling main-line service.

Matt was perturbed, although the early fall weather was mild and the rugged cliffs had never loomed more majestically against a turquoise sky. The old telegrapher, gaunt and grim, with bushy hair and brows, came out of the stone station house at Ubendo and stood beside his wife on the platform. Together they gazed up and down the valley. It was their world; they both loved it.

They watched a daily mixed train nose around the base of Copper Mountain, whose beetling, white, quartz cliffs towered an eternal menace to the tracks of the Rio Leon cutoff and, at the same time, gave the railroad system its name. More than thirty years ago, even before Mary had come into his life, Matt had begun tickling the brass in his remote and hermit-like station, buried deep in the gorge.

When Matt Jacobs first came to this place, alone, no other operator had wanted the job; and now none was old enough to "bump" him. Nevertheless, certain forces threatened to disrupt the peaceful existence of this aging couple, sending them out upon the main. Only yesterday the conductor of that train, Charlie Grissom, had mentioned a rumor to the effect that the Copper Mountain Railroad would abandon the cutoff line.

The *Cutoff Limited*, as the mixed train was called, jostled to a stop. Mrs. Jacobs went indoors. Matt strode past the three boxcars and the combination. He saw the brakemen unload a battered suitcase and a bedroll for a solitary Mexican sheep-herder who had come to tend the woolies high in the mountains to the west.

Conductor Grissom emerged from a blistered wooden rear coach. Matt asked, "Then they are going to abandon this branch?"

Charlie handed him a copy of the *Morning Post* folded to an item which his hind brakeman had edged in black crayola. The item was headed, "Historic Cutoff to be Abandoned," and it read:

Yesterday the Copper Mountain Railroad Company filed application with the Interstate Commerce Commission for permission to abandon their branch running north out of Capital City. This branch is the far-famed Cutoff Line, so called because its builders designed it to form a direct connecting link between two of the great transcontinental systems. It was built more than sixty years ago.

The line has been in continuous operation from that time on. In recent years, the management claims, highway trucks have taken most of the potato and vegetable traffic from the valley, while through traffic has not come up to expectation. According to figures presented to the ICC, the cutoff has been losing money for six years.

If the company substantiates its claim to the satisfaction of the Commission and the petition is allowed, this historic landmark of the Southwest will disappear. Many will regret its passing.

The old telegrapher read the item and handed the paper back.

"They'll never do it, Charlie."

Grissom shrugged. "The Government won't force a railroad to keep runnin' trains that don't pay. You and me might as well get ready to move. We'll be pullin' up stakes before the year is out."

MATT knew that with thirty-five years on the payroll, he could bump at will among the best station jobs on the division. But he did not crave the excitement of busy places. He had come out West in poor health, running ahead of the undertaker, when both he and the Cutoff Line were young, and had dodged into the hole here at Ubendo where the steel comes down into the gorge to meet the tumbling waters of the Rio Leon.

In those far-off days young Matt had been alone. Fresh air, sunlight, picturesque scenery, and time were limitless. These things, combined with nourishing food and freedom from tension, had restored him to good health. The depot work was light, for the nearest settlement was seven miles downstream.

There were few diversions to occupy his leisure in the long intervals between train orders and rare freight bills. So he had got into the habit of carrying down a rock a day from the hillside, adding to the monument he was erecting as a gesture of defiance to the doctor who had given him only a few months more to live.

In summer he could sit out in the brilliant sunshine, watching the red ants carry bits of coal and cinder to decorate their homes, and count the buzzards wheeling overhead. In winter he could cock his feet up to the instrument table, gaze out through the bay window at the cliffs, and speculate what might happen if the overhanging brow should tumble into the tracks while a train was taking the curve.

But these pursuits did not satisfy his restless spirit. Taking a lesson from the ants, he had set to work beautifying the faded yellow station house where he hoped to live out his days with quiet-voiced Mary at his side.

In idle moments he had strolled up to the foot of Copper mountain, sorted oblong pieces of quartz from the pile of debris sloughed off its crown, carried them down in baskets, and veneered the interior of office, waiting-room, and living quarters with them set in cement.

He had faced the outer walls with rounded chunks of granite carried up from the river bed. He had planted cottonwoods and box alders on the grounds. He had even laid out flower gardens and vegetable plots, and had erected outbuildings which he covered with masses of Virginia creeper.

The brass-pounder worked long and patiently, selecting and laying the stones with the painstaking care of a master craftsman. Long before anyone dreamed of abandoning the Cutoff Line and surrendering its traffic to the trucks and buses, long before he had met the blue-eyed Mary on one of his infrequent trips out to civilization and later brought her home as his wife, he had transformed the ugly station house into a paradise.

WHILE the fireman on the *Cutoff Limited* was taking water for the run south to Capital City, Matt and Charlie discussed the branch line.

"For thirty years I've tramped these mountains, fishing, hunting, and browsing," said the telegrapher. "They're full of tungsten and manganese—stuff we've been buying from foreign countries. If somebody would develop these industries our branch would have plenty of traffic."

The conductor flung a flippant remark from the rear platform as the little mixed train was pulling out.

Next day when Charlie Grissom came through, going north, the operator suggested that they organize a movement among the men to oppose abandonment.

"We wouldn't get to first base with it," the conductor argued. "If you're so stuck on this lonesome hole, why don't you apply for your pension and buy the place from the company when they put it up for sale?"

But Matt did not want the place that way. Ubendo would not be home to him without the trains running by on threads of steel. Gradually the idea of saving the Cutoff Line developed into a crusade. Nothing could stop him.

"Nothing," he told Mary fervently, "even if I have to go to Washington

myself. But first I'm going to see what our state politicians can do. I need a vacation anyhow. You and me both. We'll go to Capital City."

So Matt wired to the division offices for relief. He took Mary on a visit to the city and went direct to members of the State Public Service Commission and spent the next few days interviewing them. He pointed out what they already knew, that nearly half the taxes of two counties were paid in by the cutoff.

"If this is abandoned," he argued, "schools will suffer and school bonds become worthless."

Of course, the commissioners were with him in any move to keep the railroad paying taxes. They sent him to see the Congressman.

Talking to the Congressman, Matt traced on a map the red thread of the cutoff. He showed how it connected the northern and southern systems of transcontinental transportation, and how in case of war and sabotage of dams and tunnels, this otherwise insignificant line might be used as a by-pass for heavy traffic from one system to the other.

He put his fingers on areas where rare metals were located in the mountains, on well-watered park lands where training camps might be set up, and on areas where ordnance depots might be established within easy access to two great transcontinental railways.

LATER, the Commission called a hearing. Attorneys for the Copper Mountain Railroad presented their case. They produced figures to show how many thousands of dollars the company had lost during the last three years in operating the Rio Leon Cutoff. They proved that trucks and buses were now serving the territory and that practically all traffic was being turned to them.

There was little objection from the general public. A handful of livestock men protested because abandonment would compel them to move their sheep to market by truck or drive them long distances to another railroad. Aside from these, scarcely a voice was raised in protest.

Matt, the lawyers, and the newsmen thought the case was finished. Editors prophesied that within ninety days the last train would run over the cutoff. But they did not know. The Commission heard the evidence and withheld decision, pending another hearing.

Matt and his wife returned to Ubendo. With dogged dertermination the old brass-pounder continued working. He wrote letters to Congressmen, to Senators, to the War Department, and the President. Maybe none of this first batch ever got by the first clerk; maybe some of them did.

In November the Commission met again. No good and sufficient reason having been advanced why the Copper Mountain should continue to run trains at a loss, the management was authorized to discontinue service on March 15th.

This news created a stir in the valley. Civic clubs and railfans at Capital City got together and organized a "funeral excursion" over the historic route. Pompous individuals who had not set foot on a passenger train in a dozen years bought tickets and filled the antique coaches to the railing.

Special reporters wrote reams of sob stuff about old happenings on the line, and bitterly lamented its going. They photographed the Ubendo station, with Mr. and Mrs. Matt Jacobs standing beside it. Grayheaded engineers, bald conductors, wrinkled station agents, and even section men were studying seniority lists, figuring where they would bump when the last train had run.

MEANWHILE, Matt kept hammering incessantly at his old typewriter, turning out letters to business executives and public officials, trying to convince them that the time for the final train had not yet arrived.

Some of his letters must finally have gotten by the clerks and secretaries, into the hands of men who did the heavy thinking. Early in February the Commission met again, rescinded its earlier action, and ordered the management to continue service until the end of April. They gave no reasons. Neither Matt nor the other men on the line had an inkling what was in the wind, but the nearly empty trains kept running.

By the middle of March rumors filtered out that the Army would establish a military camp in the canyons west of Carver to train men for mountain warfare. These rumors were not directly confirmed; but important-looking men, reputedly from the Pentagon, came into the county. They'd fly into the capital, pick up men from the land office, and ride away into the mountains.

At first they came in by automobiles; but in April, when the cutoff's reprieve was about to expire, a special train made up of a Pullman and a business car came out from Capital City with running orders into Carver Junction.

Matt knew when he saw the glistening main-line passenger engine roll by Ubendo station with white flags whipping the breeze that this was no ordinary train. Such equipment had not been run on the Rio Leon Cutoff for fifteen years. While the fireman was taking water, Charlie Grissom, wearing a new uniform, came strutting in.

Matt asked: "Who are they?"

Charlie said: "A railroad vice president, his superintendent of construction, and a car full of brass collars from Washington, D.C."

The operator grinned. "Going up to investigate that Carver layout?"

"That's what I hear. I understand they're a committee lookin' things over. The trainmaster told me that if their report is favorable the Army's goin' to move forty thousand men in here for training this summer. If these guys approve that site and start buildin' an Army camp up there, this Rio Leon Cutoff will have more business than it's ever had."

"Give you a run on a real passenger train?" Matt inquired slyly.

"Maybe. And do you know what? They're talkin' now that if business keeps boomin', the big companies will make this pike an emergency by-pass for the excess traffic now going over Packrat Mountain."

Matt Jacobs chuckled. He had made that very suggestion to three Congressmen, two railroad presidents, and the War Department.

WHEN he met trains the following day, their crews were eagerly discussing the sudden shift in the fortunes of their railroad. These trains, popularly called the *Cutoff Limited* but officially carded "Numbers 401 and 402 mixed, daily except Sunday," met regularly at Ubendo. They had been meeting there for nearly thirty years when they were on time. They showed up that morning at 11:45 with an extra conductor in Grissom's place on Number 402.

Matt helped the crews check out a few pieces of company freight and watched them go panting away, each toward the terminal of a great main-line railroad. When the rear coach of the northbound had rolled from sight behind the base of Copper Mountain and her smoke was a thin gray wreath, he heard the operator at Carver call the dispatcher to report that the inspection party had returned from the hills and would be ready to leave by 1:35.

DS issued an order giving their train running rights into Capital City, and told the operator to hold them in Carver until Number 402 arrived. Matt sat

at his key listening. Carver sent a batch of code messages into Washington. At 12:50 he called the dispatcher to report that 402 was in trouble at his east switch.

"What's wrong?" dispatcher asked.

"Looks from here as if he might have split the switch."

The dispatcher ordered: "Walk there, take a look, and call me back."

Carver was off the wire for twenty minutes. On his return he reported that the branch-line engine had climbed a worn rail onto the ties.

"Do they need the big hook?"

No, they didn't. The conductor thought they could rerail her with the frogs but it would take time.

Matt was restless. He knew that the fate of the road hung on the decision of the bigshots who rode the special. He knew, too, that a tiny thing like being tied up several hours in the wilderness was likely to affect human judgment. So he stayed around the office awhile. Then he went out to garden to transplant the tomatoes whose fruit the cutoff boys had predicted he'd never sample. Having set and watered the tomato plants and hoed the lettuce, he returned to the office.

The dispatcher relieved him from duty at five o'clock. Number 402 was still on the ground at Carver Junction. The special was cooling its wheels behind. Matt went out to the platform. His wife sauntered through from the living quarters. They stood side by side under the semaphores. A cloud out of the west hung like a crimson crown on the snowy head of Copper Mountain, with lightning shimmering through .

Mary said: "If the summer floods set in tonight, there'll be no more fishing until the end of June."

ALTHOUGH Matt belonged to the Order of Railway Telegraphers, he was no stickler for the eight-hour day. Officially off duty, he went into the office and called the Carver operator at five o'clock to find out if the special train had gone.

"Not yet," the agent told him. "They finally had to call the wrecker. It came a few minutes ago. They'll soon be on the iron. They figure they'll be out of here by eleven or thereabout. How does it look down your way?"

"Dark clouds and lightning."

Mary had been listening in. When her husband signed off, she asked: "Are you going to wait up for it?"

"Yes," Matt said, "and see if I am needed. It won't be long. If they get out by eleven they'll be through here at 11:40. You hit the hay if you want."

But Mary did not go to bed. She ensconced herself in an easy chair with a magazine. Matt sat in the swivel.

At 11:15 the Carver operator called again to report the train out at 11:10 and a storm ranging. Rain was driving at Ubendo, too. Lightning flashed incessantly. Thunder rocked the earth and jarred the semaphore levers. Then the rain changed to hail; icy pellets battered the shingle roof.

Matt kept watching his eight-day clock. When the train had gone to Carver he turned on his old radio for news. The radio was full of static and he shut it off. Out of the silence which ensued came the sound as of mountains tumbling. The windows jarred and old levers rattled in their sockets.

"Did you hear that?" Mary gasped.

Matt inclined his bushy head. It was a sound he had often heard before. Somewhere in the gorge, a cliff of high-hung rocks had broken loose and fallen into the valley. But he did not believe there was cause for alarm. Every spring, rocks slid down along the length of the gorge. Still, he glanced anxiously at the clock. The special was due in fourteen minutes.

Walking to the door, Matt peered out to the north, out toward the base of Copper Mountain where the train came down from the rimrock, turned the sharp curve, and straightened out on the level track leading through Ubendo.

Cold mist had replaced the rain and hail. The night was black and still. There was no sound save the drip of water trickling off the roof.

NO LIGHT, no sound, no tangible reason for fear, yet the old telegrapher was uneasy. Bygone days trooped through his memory. He recalled how, when new to the hills, he used to sit in the bay window gazing out at the cliffs of quartz and wondering what might happen if the great overhanging ledge should start to travel.

He picked up his electric signal lantern off the table. "I think maybe I'll walk up the track a bit," he said.

"What for?" his wife queried.

"I don't know. Hunch, I guess."

He went to the nail where his raincoat hung, put it on, and headed up the tracks toward the curve beyond the switch.

A strange hush had fallen on the gorge. The roar of the rushing river was gone! That could mean but one thing. Somewhere above him, the channel was blocked by the slide which had come down from the canyon walls.

Old Matt quickened his pace to a run. Two hundred feet from the base of the cliff, he saw freshly broken bits of quartz glistening in the light of his electric lantern. At a hundred feet, the bits had grown to jagged chunks the size of a fist.

As he lifted his light to peer ahead, a flash of lightning blazed in the sky. In its momentary glare the whole gorge stood out crystal clear. He saw a great mass of white rocks rising in the railroad tracks and sloping steeply down to the river channel.

Striking against the farther bank, the slide had doubled back upon itself and stood up as a great dike damming the riverbed. Behind this dike the river had already formed a pond; and while he looked, water came rushing down with a roar which rose higher and higher until it filled the gorge with thunder.

MATT paused a moment where the slide heaved up across the tracks. He stared along its sloping face, made up of blocks and shards of quartz shot through with great masses of hard, white ice. At intervals along its length he could hear new rocks sliding down. To scale the pile and then cross without being swept to death seemed utterly impossible, yet the operator knew he must go over.

Again and again the old man essayed the climb, only to be hurled back by new dislodgments. Dogged persistence drove him on and he found a footing. Up, over, down, and away he went, racing along the track where the whistle call was screaming. He ran around the curve and saw a locomotive headlight shattering the mists, and swung his lantern in a washout stop sign.

Brakes on fire, hot wheels smoking, the short train stopped on the curve two hundred feet back from the obstruction. The engineer whistled out his flag. Then he came down from the cab carrying a big flashlight. Matt, panting and somewhat shaky, met him at the engine step.

"What's the matter, Jacobs?" the hogger wanted to know.

"Rockslide down in the curve."

"How long do you think it will take to clear up the mess,"

"Don't know. Two weeks, maybe."

The engineer called into the cab and told his fireman he might as well start raising steam to back the train up to Carver. Then Conductor Grissom came from the rear, and a brakeman with him. All four men walked down the track to the white glistening pile.

No official came out of the cars.

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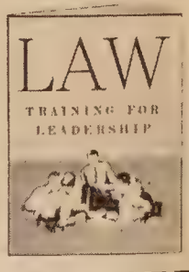

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Evidently they had been tramping the hills since dawn and were sound asleep. The railroad men said little. This was not the first rockslide they had encountered on the cutoff, nor their first brush with death in the gorge of the Rio Leon. Somebody asked Matt how he'd found it.

"Heard a slide come down and my heels went itching," Matt said crisply.

The engineer bit deeply into a fresh plug of tobacco and said to the conductor: "Yuh better start that fat hind man of yours hikin' back to Carver. We can't keep the Government guys tied up here two weeks behind this slide."

"You'll save time by walking down to the office with me and getting an order from the dispatcher," said the telegrapher.

"Crawl over that pile of rocks and ice?" growled Charlie, eyeing the slide with some alarm.

"I crawled over while it was still slipping," Matt chuckled grimly, "and I aim to do it again."

HE led and Grissom followed. They picked their way over the pile and hurried to the station where Mrs. Jacobs was anxiously pacing the office floor. Matt called the dispatcher, reported the slide, and asked him to give Conductor Grissom an order to run backward into Moorland. Then they talked about the investigating committee.

Matt asked, "Did you catch any hint as to what they aim to do?"

"Yes," the conductor stated. "I heard the man from the Pentagon tell our chief of operations that the place was a natural for their purpose. He said this cutoff was a perfect outlet. Said they could repair the tracks and have unbroken rail connections to both coasts and to the Gulf—"

The dispatcher calling put an end to the discussion. Matt copied an order giving the special running rights from Ubendo into Moorland, and he walked with Charlie to the foot of the slide. . . .

Yes, the Rio Leon branch continued operations. Before the month was out, newspaper headlines announced that a new Army camp was to be set up in the mountains west of Carver.

Matt Jacobs' name was not mentioned in the news stories. Not that Matt cared. It was reward enough for him that he would put out orders to the new traffic as he had issued them to the old.

He would call the dispacher when new trains showed up on the curve by Copper Mountain and report them out when they had gone. He would listen to the chatter of busy wires and the call of talking whistles. At night, when his work was done, he and Mary would fish for trout in the swirling pools. He would live at Ubendo, on the cutoff, for the rest of his railroad life. ●

Two New Records

Two new releases have arrived from Mobile Fidelity, P.O. Box 336, Burbank, Calif. *Twilight of Steam, Volume Two* is another typical, competently done MF potpourri. The focus is on the steam scene of the Sixties—short lines, fantrips, and an NdeM doubleheader with two whistle-happy hogheads. Some cuts are better than others, but we liked especially the remarkable Doppler effect from a speeding GTW 4-8-4's whistle; the heavy exhaust of a USRA 2-10-2 on a DM&IR fan trip; the nice whistle of Alabama Central 2-8-0 No. 29 (can any reader tell us her history?); the impressive Nathan quill on the Reader Railroad's 2-6-2 No. 11 and, best of all, the off-beat stack music of lame ex-Southern 2-8-2 No. 12 of the Kentucky & Tennessee, also with a nice whistle.

Notes printed on the jacket are sometimes more enthusiastic than informative. There's not a word about the USRA and Southern ancestry of the aforementioned steamers, or K&T 12's ill-set valves, or the little air whistle that hoots accompaniment to the AC 2-8-0's steam quill, though many listeners would find such items interesting. Even so, Mobile Fidelity's usual high standards for recording, editing, and surfaces have been met. It is a mighty pleasant record.

The second disc, *Sacramento Northern Electrics,* features SN freight motor 654 on her freight and switching duties in Marysville and Yuba City, Calif., sounds of 654's humming traction motors, clattering air compressor, tenor air horn and "peewee" air whistle are well preserved here. Many recordings seem to have been made in the cab, though no mention of this, or the recording dates, appears in the otherwise good notes. Interurban car 1005 on a 1962 fantrip also is heard in two cuts. This record likewise has Mobile Fidelity's usual good sound, surfaces, and editing. Traction enthusiasts should enjoy it.

Each record goes for $4.79 and is in MF's fine Stereomonic process, which allows playback on both mono and stereo equipment—*Howard Shottenfeld*

THOMAS FURLONG

RAILROAD BULL

by HARRY RIDGWAY

BARELY a handful of people today remember Thomas Furlong. The scrappy little Irishman who gained renown by preserving law and order on the rails of Jay Gould's vast railroad empire was, perhaps, the greatest railroad bull of all time. He was, in fact, Gould's chief special agent. He reveled in riding engine cabs, sniffing coal smoke, lolling on coach cushions, and making himself at home in cabooses not merely in the line of duty but because he really loved trains.

As a young man in 1876 and '77 he was chief of police at Oil City, Pa., and at the same time head of a detective service on the Allegheny Valley Railroad (now part of the Pennsy). His first big case was the dynamiting and robbery of the safe in the station of Brookville Pa., 111 miles from Oil City. Several hundred dollars in cash and some tickets were stolen. He hopped the first train headed that way, a freight. Arriving at Brookville, he scrutinized the shattered safe, the broken chairs, and an overturned desk. Waybills littered the floor.

Then he sat down leisurely in a swivel chair and put his feet on the desk. Gazing out of the bay window and down a stretch of steel rails that flashed like fire in the sunlight, he took counsel with himself.

Furlong was familiar with yeggs. He reasoned that the only man in Pennsylvania who could crack a safe so expertly was 28-year-old Wesley Watts, a tall, rawboned 190-pounder who was also known as a crack shot. The Watts gang was notorious for outlawry in that region. Furlong wired his suspicions to the superintendent of the Allegheny Valley line. Back came the reply:

"You are hereby instructed to bend every effort to suppress this gang and you'll be relieved of all other duties until this is done."

Believing in the philosophy that it sometimes takes a crook to catch a crook, Furlong went to the Western State Penitentiary at Allegheny City for a chat with Lafayette Edwards, a former member of the Watts gang. He learned that the gang was now broken up and that Lafayette's younger brother, Horace, was working as a farm hand in

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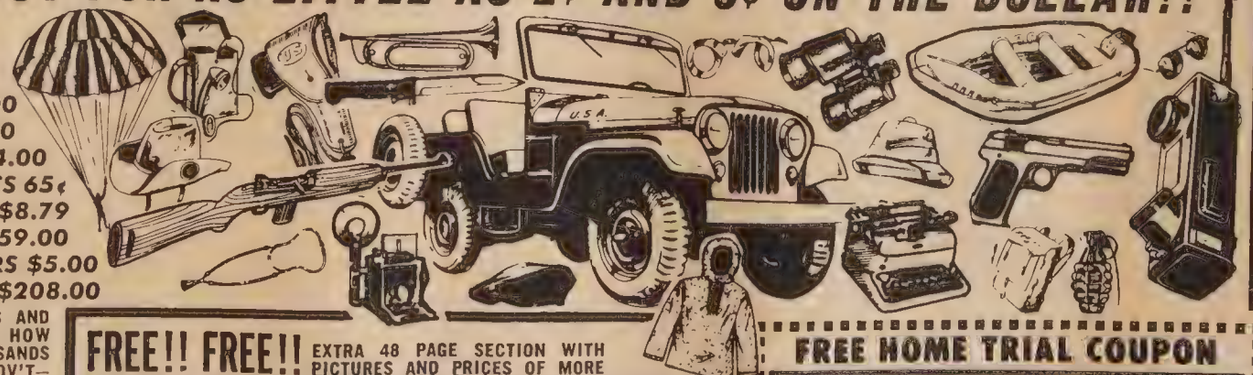

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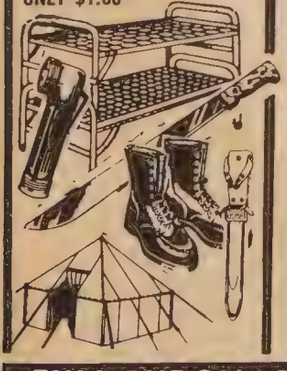

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Illinois. So he took a train to Illinois and succeeded in locating the fellow.

Being promised leniency if he'd turn state's evidence, Horace accompanied the railroad bull back to Pennsylvania and helped him to round up most of the gang. But Watts himself, the most wanted one, was still at large. Furlong visited the outlaw's deserted wife and learned from her that the husband had fled to Shawneetown, Ill., with another woman and that he and a pal were engaged in a gun and locksmith business by day and occasionally cracking safes at night.

Traveling by rail and river steamer, the detective landed in Shawneetown several days later about 3 a.m. Unwilling to attract attention by going to a hotel, he spent the rest of the night crouched behind a pile of wooden boxes outside a drygoods store just across the street from the shanty which Watts and his buddy were using as a place of business.

For hours he kept a sleepy eye on the shanty. Then, shortly after dawn, the door opened, framing the big figure of Wes Watts with a broom in hand. After glancing furtively around, the criminal began to sweep the sidewalk. Furlong's heart beat faster. He didn't know whether or not the man was armed, but he didn't seem to be. The bull pressed both hands against the pockets of his sack coat to get the reassuring feel of his Colt .41 and a pair of handcuffs. Then he sauntered across the street.

"You fix locks here?" he asked.

Watts nodded. "Sure do, pardner."

The railroad bull had planned only to reconnoiter and then, if he found his man, to wire for help; but now, taking his nerve into both hands, he suddenly decided to make the arrest himself.

Whipping out his Colt, he said curtly, "Hands up!" The business end of that revolver must have looked menacing, for Watts obeyed and was quickly handcuffed. His partner witnessed this scene and quickly fled out the back door with Watts's mistress. There is no record of whether or not the pal was captured later, but at least the Brookville depot case was closed.

IN 1876, when Furlong was 32, he rode the high iron to St. Louis on the trail of Sam Bernard. It seems that Sam had been changing the addresses on invoices, thus diverting railroad goods in shipment and claiming them at the phony destinations. The railroad bull told his story to Police Chief McDonough.

"That fellow wouldn't dare come to St. Louis," McDonough scoffed. "He is too well known here."

At that moment an excited man was ushered into the police chief's office. Talking incoherently, he said his name was Smith, he was a pawnbroker, and he'd been swindled by a Cleveland fellow named Solomon. It all came about when he bought a shipment of firearms for $1,100, at half price, and later had to pay the full value in addition to the half price.

Furlong pulled a photograph from his pocket. "Do you recognize this man?"

"Why—why, that's Solomon," the pawnbroker spluttered, and Furlong smiled.

"That man is Sam Bernard. The chief here says he'd be afraid to work in St. Louis."

Furlong's journey to St. Louis was near the end of the trail for the swindler. The chase had taken the railroad bull to Montreal, Cleveland, Cincinnati, Toledo, Chicago, and then St. Louis, but it terminated a few days later when he collared Sam Bernard, alias Solomon, in Edina, Missouri. Furlong's relentless drive to rid the railroad of crooks put this one behind the bars for four years.

America's first big railroad strike was in full swing in July, 1877, when Tom Furlong went to Pittsburgh. There he witnessed the rioting that centered around the Pennsylvania Railroad station. He saw James Boyd, a barkeeper, roll a barrel of refined oil into the waiting room and apply a match to it. The burning of that depot, along with some locomotives and much rolling stock, is a matter of history.

In the excitement that followed, Boyd escaped and later set fire to a large grain elevator, the roundhouse, and the general offices of the Pan Handle Railroad (part of the PRR). Furlong trailed the pyromaniac to his tavern in Mansfield, a Pittsburgh suburb. Then he rented a buggy and a team. That evening he picked up Sergeant Colson and another Pittsburgh police officer and drove them to Mansfield.

En route the other policeman, seated in the rear, kept drinking on the sly from a bottle of whiskey and by the time they reached Boyd's place he had passed out or seemed to have passed out. Leaving the sergeant at the reins, Furlong pushed open the bat-wing doors of the gin mill and walked in. He elbowed his way up to the bar, where Boyd was serving drinks.

"Barkeep," he said in a low tone, "a friend of mine in a wagon outside has the cramp colic. Can you fix up a brandy and Jamaica ginger and bring it out?"

He tossed a two-dollar bill on the bar and went back to the buggy. When Boyd appeared with the drink, Furlong was standing in front of the team fumbling with the harness. The barkeeper glanced at Colson, who was sitting in the driver's seat and apparently not sick. "Where's the guy who wanted the drink?" he asked.

"He's stretched out on the floor behind the seat," Furlong replied, walking around to the side next to Boyd. The barkeeper stepped upon the hub of a wheel and peered behind the seat. As he was hunched over, Colson seized him by the collar while Furlong grabbed his ankles. Before he could recover from his surprise, the arson-happy Boyd was boosted into the buggy and handcuffed. Half an hour later he was in a Pittsburgh police station.

The railroad eventually sued the County of Allegheny and the City of Pittsburgh for damages and won a judgment of two million dollars. That was after James Boyd had been tried and convicted of arson and given a stiff prison term, thanks to Tom Furlong.

ONE October night in 1883 Bert Lumas, an express messenger and trusted employe, was found bound and gagged in a *Pacific Express* car on the Wabash Railroad. Bandits had blown open the safe and got away with $4,100. Since the Wabash was part of the Gould System, for which Furlong was then chief special agent, the latter took charge of the investigation. Although Lumas had almost died of suffocation and the brass collars regarded him as beyond suspicion, the hard-boiled Furlong put a shadow on the messenger at each end of his run, Detroit and Indianapolis.

Operatives tailed the man night and day. After four months had passed, the one in Detroit overheard snatches of conversation which indicated that Lumas had been an accomplice in the train robbery. Armed with his operatives' reports, Furlong confronted the suspect and began telling him in detail what he'd done in four months.

"I know how many cigars you've smoked," said the railroad bull, "how many drinks you've had, and what women you've gone to bed with."

Lumas's jaw dropped and his eyes bugged. As Furlong relentlessly sup-

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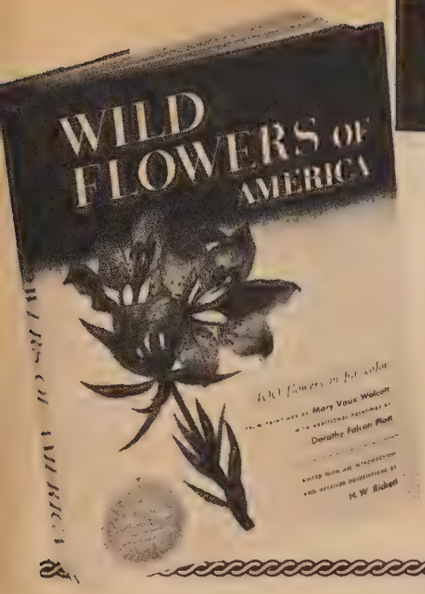

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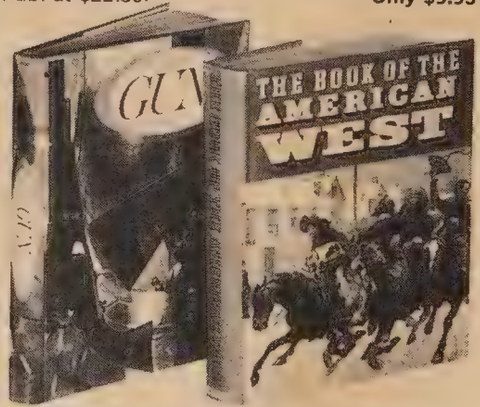

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plied the facts and figures about his intimate life, the express messenger grew whiter and whiter, and suddenly he blurted out a confession. His story implicated two men known as Denny Downer and "Little Al." He admitted ruefully that the only cash he'd received for his part in the crime was ten dollars. All three accomplices were tried and convicted. The two robbers received six years apiece while Lumas got off with a suspended sentence.

ANOTHER of the many cases in which Furlong used shadows involved George Hersogg, a baggagemaster who had a railroad car to himself on two roads of the Gould System: the Iron Mountain and the International & Great Northern. Numerous complaints had been received of the loss of valuables from personal baggage on his run, and Hersogg was suspected of theft.

Furlong quietly put an operative, posing as a railroader, into the same rooming-house with the suspect. The undercover man made a wax impression of the lock in the baggagemaster's door, got a key made, and slipped into the room one night when Hersogg was out. Then he formed a wax impression of the suspect's trunk, had a key filed to fit it, and soon saw that the trunk was filled with a large number of the missing valuables. The baggagemaster was sent up for four years.

The most exciting thirty-day period in the railroad bull's long career came in 1886 during the wildcat railroad strike on the Gould System in the Southwest. The walkout had been called by the Knights of Labor but with the sanction of the organization's national officers. Martin Irons, chairman of the grievance committee, had ordered it.

Traffic halted on the morning of March 4th as 10,000 Knights and sympathizers quickly formed in the yards and around the shops of the Missouri Pacific in St. Louis. In an effort to keep perishables moving, Furlong got three locomotives and skeleton crews together to make up trains. Two engines were overturned; the third had to be abandoned.

Then Furlong recalled the Pennsy's suit at Pittsburgh. He put the matter up to MP officials. The brass collars immediately warned the City and County of St. Louis and the State of Missouri that any or all of them would be held liable for damage to railroad property caused by unruly mobs during the strike. The local governments also would be held financially responsible, it was pointed out, for the halting of shipments of goods essential to the public welfare.

This threat had an immediate effect. Local police formed a cordon around the yards and permitted the passage of a train of eight loaded freight cars guarded by 28 armed men. As the train proceeded cautiously over the road a few skirmishes took place: fisticuffs, the hurling of bricks and rocks, and several exchanges of shots. But the freight went through. It was followed later by a train of fifteen cars and there was little resistance to its operation.

The most publicized event of the strike was the wrecking of a Missouri Pacific train at Wyandotte, Kansas (now Kansas City). Spikes had been pulled, sending an engine and six freight cars down a steep embankment, killing the fireman and brakeman immediately and fatally injuring the engineer. Newspapers clamored for action against the saboteurs. Tom Furlong went into action. He suspected a switchman, O. J. Lloyd, who was a member of the executive board of the Knights of Labor and was under suspicion of having tried to wreck a Missouri Pacific train near Tampoo, Kansas, some time before and was currently serving a jail sentence.

An operative who posed as a brother Knight had Lloyd "sprung" from jail and taken to Kansas City. There the switchman was introduced to Furlong, who posed as a lawyer from the Knights' headquarters in Scranton, Pa. Under the impression that he was in safe hands, Lloyd revealed all that he knew about the train-wrecking job, implicating five other members of the K. of L. That broke the back of the strike; but when the six men were put on trial, juries sympathizing with the strikers refused to convict them.

A CLEVER cotton swindle was perpetrated in January, 1884, on the Texas & Pacific, another Gould railroad, at Sherman, Texas, an important cotton shipping point. Several irate brokers in the Northeast deluged the Sherman office with telegrams asking what had become of $121,000 worth of cotton, supposedly shipped from Sherman but never received by them.

They raised such a furor that the general auditor of the Gould System put Tom Furlong on the case. Furlong went to Sherman and learned that the T&P agent there had left suddenly without leaving a forwarding address. That seemed suspicious. He also found out that when brokers in Sherman bought cotton they delivered it to the railroad for shipment and received a bill of lading signed by the railroad agent. Since the papers were negotiable at any bank in Sherman, they cashed them promptly. The banks allowed the brokers 90 percent cash on the face value and held out the other 10 percent until the exact value could be determined. The cotton was then diverted elsewhere.

Newpapers heralded this scheme as one of the century's biggest swindles. The city brokers and city banks demanded action. Furlong and his operatives were on a challenging spot. Their sleuthing disclosed that others beside the missing agent were involved. One of these had a brother living in New Orleans. A vigil around the clock for several days outside his residence revealed a daily trip to the post office at 10:30 a.m. to mail letters.

"If only we could read the addresses on those letters we might get a lead on where the fugitives are hiding out" Furlong said to one of his assistants.

"But you can't grab a letter out of a man's hand," he was reminded.

"Not exactly." Furlong mused, "but there could be a little accident."

He had several dummy letters made up and mucilage smeared on the back of them. An operative jostled the suspect on his way to the post office, and one of his letters became attached to the sticky envelope. Thereupon Furlong went to the post office. By explaining that he had put the wrong address on an envelope just mailed, he was allowed to look at the small bundle of letters that the suspect had just turned in. One was addressed to a man in Ocean Springs, Miss., on the Louisville & Nashville Railroad. Furlong made a mental note of the address. He had found an important lead.

Two days later he visited that town. Posing as a lawyer, he told the addressee and his wife that they were getting a large inheritance. While there, he learned that another suspect was staying at the beach resort with them. Furlong needed two days to draw up extradition papers. He avoided suspicion by saying he was preparing a legal document with which he wanted to surprise a client. In due time he made the arrests.

The two prisoners were headed back to Texas in the custody of Furlong and two of his men. Stopping off in Dallas, the bulls found and arrested two more suspects. The four prisoners, in handcuffs, eventually arrived in Sherman. But this was one of the few instances where Furlong's efforts failed to pay off in the end. Two suspects died be-

fore coming to trial. The other two cases were dropped because the bills of lading to be used as evidence mysteriously disappeared.

PRESIDENT HARRISON offered Tom Furlong the position as chief of the nation's Secret Service Bureau in 1889, but so many protesting telegrams poured in that the President delayed the appointment. A large number of the telegrams came from members of the Knights of Labor, whose enmity Furlong had incurred during the strike three years before. The President tried again to make the appointment; but this time, to avoid embarrassing the Chief Executive, Furlong left Washington and returned to St. Louis, and so the matter was dropped.

At the age of 66 and nearing the end of his brilliant crime-busting career, Furlong solved a train robbery from reading an account of it in a daily paper. He was in New York at the time. The date was February 21, 1910. From the description of the bandits given in the paper—one short, stout, and black-haired, the other adept at running locomotives—Furlong felt so sure of the identifications that he sent a telegram to his office in St. Louis asking his secretary to notify the postal inspector: "I know who those train robbers are and where they can be found. Will be in St. Louis this Saturday."

Twenty years had passed since he left railroad employment to create his own, better-paying, detective agency, but the high iron was still very much on his mind. When he got back to St. Louis the postal inspector gave him a warm welcome and asked: "Who are those bandits and where are they?"

The oldtimer grinned. "One of 'em's Billy Lowe and he's in the Granite Building at Fourth and Market right now, selling Alaska mining stock."

Furlong remembered that eleven years before, the Missouri Pacific had called on him for help in solving a train stickup and he'd arrested Lowe for it. He recalled, too, that a chap named Ebberling had been a buddy of Lowe's.

On top of that, Fate gave the peppery little sleuth a break. Among the loot taken in the latest robbery was a registered letter containing $100 in bills. The merchant in western Missouri who had mailed that letter had made a memo of the sizes and serial numbers of the bills. He gave a copy of that list to the post office, which promptly put it on a circular for wide distribution. Several

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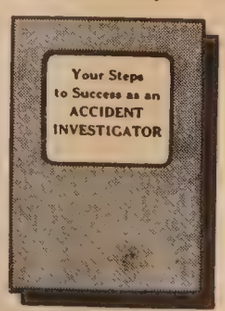

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days later, one of those stolen bills turned up in Hot Springs, Arkansas. Furlong promptly went there and nabbed Ebberling.

The prisoner confessed that Lowe had master-minded the holdup. Later, after the two men were securely behind bars in Leavenworth, he admitted that he and Lowe had robbed eleven different trains at various points on the Great Northern and the Northern Pacific during 1908 and 1909.

At the beginning of the '90's the Furlong Detective Agency in St. Louis was a prominent concern. Its founder was no longer directly connected with railroads but he never lost his fondness for them and was often called in to solve tough cases on the high iron. This continued right up until his death in 1918.

When Furlong began his career of smoking out criminals, Alexander Graham Bell had not yet invented the telephone. Dots and dashes were his only means of long-distance communications, aside from the mail, and Thomas Furlong made good use of Morse. History may well rank him as the greatest railroad special agent of all time. He was a clever little bull with sharp horns. ●

Pen Pals Wanted

Ernest Armstrong, Jr. (age 43), 439 Cumberland St., Gloucester City, N.J., wants single female pen pals in his area.

Tom Francis, 702 Railroad St., Ypsilanti, Mich. 48197, wants pen pals interested in New York Central.

Carl West, Box 201, Wadsworth, Kan., wants female pen pals, ages 35-41.

Ted Turner (age 16), 381 West Elgin Street, Chandler, Arizona

Betty Raynes (age 18), Rte. 4, Erwin, Tenn.

Lester J. Smith (age 65), 4133 Ithaca Street, Elmhurst, N.Y.

Cathy Davison (age 16), P.O. Box 101, Stanford, Oregon

Roberta Jensen (age 14), Box 26, Rte. 1, Wrenshall, Minnesota

David Turner (age 14), 381 W. Elgin Street, Chandler, Arizona

Ruby Ann Murray (age 17), 805 Gladstone Ave., South Bend, Indiana

Janell Lokey (age 17), 204 Woodard Street, Farmersville, Texas

Shana Lee Oswald (age 19), 11315 East 4th, Spokane, Washington

Daon Sparta (age 17), La Fayette, N.Y.

Carol Smith (age 14), 1750 Woodside, Trenton, Michigan ●

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va.

"Yes, siree, sonny, we'll be leaving right on the dot o' three-fifty," the kindly conductor explained to a small boy in April, 1953, when this photograph of a Lackawanna train, *The Twilight*, was made at the Jersey City Terminal.

Soo Line freight train rolls through Spencer, Wisconsin, on cold January day.
N. W. Rasmussen, Box 10, Sparta, Wis.

ROSTER OF SOO LINE LOCOMOTIVES

Road Numbers	Service	Bldr.	Builder's Model	HP	Year Built	Notes
100, 102	RdSw	Alco	RS1	1,000	1945-51	1
105-107						
204A	Frt	EMD	F3	1,500	1948	
212A-214A	Frt	EMD	F7	1,500	1951-52	
212B-214B	Frt	EMD	F7	1,500	1951-52	
300, 301	Sw	EMD	NW2	1,000	1939	
311, 312	Sw	BLW	DS 4-4-1000/1	1,000	1949	
313, 314	Sw	BLH	DS 4-4-1200/1	1,200	1952	
315-319	Sw	FM	H12-44	1,200	1952, 1954	
320	Sw	EMD	SW1	600	1939	
321-328	Sw	EMD	SW1200	1,200	1954-55	
350-353	RdSw	Alco	RS1	1,000	1954	
360	RdSw	BLH	DRS 4-4-1500/1	1,500	1947	
371	RdSw	Alco	RS2	1,500	1949	2
372-374	RdSw	Alco	RS3	1,600	1950	
375-378	RdSw	EMD	GP7	1,500	1950-51	
379, 380	RdSw	BLH	DRS 4-4-1600/1	1,600	1951	
381-383	RdSw	EMD	GP7	1,500	1952	
384	RdSw	BLH	AS616	1,500	1949	3
388, 390, 392-394	RdSw	BLH	AS616	1,600	1951-53	4
397-399	RdTr	BLW	DT 6-6-2000	2,000	1949	4
400-414	RdSw	EMD	GP9	1,750	1954-57	5
415, 416	RdSw	Alco	DL640	2,400	1962	
500A-503A	Pass	EMD	FP7	1,500	1949-51	
501C-503C	Pass	EMD	F7	1,500	1949-51	6
504, 505	Pass	EMD	FP7	1,500	1952	
550, 555	RdSw	EMD	GP9	1,750	1954-55	
551-554, 556-558	Pass	EMD	GP9	1,750	1954-56	
700-721	RdSw	EMD	GP30	2,250	1963	
722-731	RdSw	EMD	GP35	2,500	1964-65	
2100, 2102	Sw	EMD	NW1	900	1938	
2104-2107	Sw	Alco	S2	1,000	1942, 1946	
2108	Sw	EMD	NW2	1,000	1948	
2109, 2110	Sw	Alco	S2	1,000	1949	
2111-2115	Sw	EMD	SW9	1,200	1952	
2117-2119	Sw	EMD	SW9	1,200	1953	
2120-2127	Sw	EMD	SW1200	1,200	1955	
2200A, 2200B	Frt	EMD	F3	1,500	1948	
2200C	Frt	EMD	F3	1,500	1948	6
2201A-2203A	Frt	EMD	F7	1,500	1949	
2201B-2203B	Frt	EMD	F7	1,500	1949	
2201C-2204C	Frt	EMD	F7	1,500	1949, 1952	6
2224A-2230A	Frt	EMD	F7	1,500	1950-53	
2224B-2230B	Frt	EMD	F7	1,500	1950-53	
2361, 2363	RdSw	Alco	RS1	1,000	1950-52	
2367						
2380	RdSw	Alco	RS3	1,600	1951	
2381	RdSw	EMD	SD9	1,750	1954	
2400-2413	RdSw	EMD	GP9	1,750	1954-57	5
2500A-2501A	Pass	EMD	FP7	1,500	1949-50	
2500C, 2501C	Pass	EMD	F7	1,500	1949-50	6
2550-2556	Pass	EMD	GP9	1,750	1954-56	

Roster from Soo Line public relations department is accurate as of Sept. 30, 1965. Units with 4-digit road numbers are former Wisconsin Central ownership. Units with 3-digit road numbers, acquired before 1961, are former MStP&SSM ownership except where former DSS&A ownership is indicated. "A" and "B" units have control cabs; "C" units do not. With the following exceptions, all units have 4 axles and 4 traction motors. Six-axle, 6-motor units: 384, 388, 390, 392-394, 397-399, 2381. Six-axle, 4-motor unit: 371. All passenger units have steam generators. Notes: (1) Ex Duluth, South Shore & Atlantic 100, 102; 106, 107. (2) Ex 39. (3) Ex DSS&A Public Relations Department 200. (4) Ex DSS&A 204, 206, 208-210. (5) 413 and 2411 have low noses. (6) Trailing units.

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HOBBY CLUB

Conducted by Sy Reich

A BELL from a Frisco steam locomotive has just been placed in the Transportation Museum at Fort Eustis, Va., by an Army Reserve unit, whose commander, Col. Wilburn R. Allen, said at the time of presentation that Fort Eustis is "the only place in the country where we can learn to operate and maintain steam locomotives."

Sy Reich

He added: "Twenty percent of the world's railroads still use steam as locomotive power, and Army Reserve railroaders have to be ready to go any place in the world. It is most appropriate that we come here for training—and that this historic steam locomotive bell is now in Fort Eustis Museum."

That undeniably rare shot of a double-spouted water tank on page 13 of this issue, sent in by H. E. Chelf, is an heirloom from his father, Owen Chelf, who worked many years for the St. Louis & Southeastern and its successor, the Louisville & Nashville, rising from section hand to assistant roadmaster.

"Our family's record of railroad employment has been unbroken since 1879," H.E.C. writes, "when my grandfather, Owen Chelf, hired out as a section laborer on the StL&SE. Later, Grandpa was promoted to section foreman. My father and 3 uncles followed him, mostly in maintenance-of-way work. One uncle became a division superintendent. I went railroading in 1935 as a student engineer but eventually switched over to machinist shop foreman for the Caterpillar Tractor Co. Today my brother James is the only active railroader in the family.

"Since 1927 I've been taking a variety of railroad pictures, first in black and white and now in color also. Although a fire in 1947 destroyed most of my really old photos, I still have a large collection left in my home at 3710 N. Harmon Ave., Peoria, Illinois 61614."

Personal Mention

George E. Tillitson is collecting data on geared steam locomotives of logging roads and other shortlines for use in a book he is writing. He now has the names of new owners of nearly all Shays but lacks many addresses and data on previous owners. Will any reader help him? George is retired, age 66, and lives at Rte. 2, Box 705, Vashon, Wash.

In New York's Grand Central Terminal the Kodak exhibit center recently featured a large and impressive display of photographs entitled "The Railroad World of Richard Steinheimer.' Dick, whose work has often appeared in *Railroad Magazine,* is a dedicated fan with particular interest in the backwoods railroads of the West. His prints show a feeling for beauty, drama, and expert craftsmanship.

Howard Bull has succeeded Ken Yeo as editor of *Steam Echoes,* monthly publication of the Sierra Mountain Railroad Club, Inc., P.O. Box 1015, Auburn, Calif. Members of the *Railroad Magazine* staff read *Steam Echoes* closely and often reprint news items from it.

Stanley Frank has been building a 15"-gage layout at Sonoma, Calif., over a year. This track is well laid and well ballasted. The line has a bridge, trestle, and tunnel and will also have a lake and artful landscaping. The equipment includes a Baldwin Mogul, 5 gondolas with seats, 3 oldtime wooden coaches, and a caboose.

Mr. Frank also has a complete scaled-down copy of a Southern Pacific depot. If everything goes on schedule, his line will be operating in the spring or early summer. Its location is the right hand side of Highway 12 entering Sonoma from the south.

Readers who were acquainted with the late and great "Haywire Mac" (Harry K. McClintock), boomer switch-

man, fireman, brakeman, etc., author of *The Big Rock Candy Mountains* and other songs and many *Railroad Magazine* articles, are asked to get in touch with Henry Young, 6309 Ellis Ave., Kern City, Calif.

"I've done some writing on the late Jimmie Rodgers, 'Singing Brakeman'," he says, "and want to do a biography of Haywire Mac. I'd like to see his musical achievements recorded in *Country Music Who's Who,* along with a picture of Mac as a professional singer, preferably one taken when his old 'Blue Monday Jamboree' radio show was at its peak of popularity in San Francisco."

Railfan H. Reid of the *Times-Herald,* Newport News, Va., tells us that RCA-Victor has just re-issued an old 78-rpm record, *Authentic Cowboys and Their Western Folksongs,* including a couple of Haywire Mac tunes, *The Old Chisholm Trail* (a famous cattle-driving route) and *Sam Bass* (the train robber). Readers who'd like to hear Mac sing to the accompaniment of his own guitar can satisfy that longing by getting this record from music stores. Other vocalists also are represented.

"For the past 2½ years," writes Thomas Harper, 6066 Reinhart St., Philadelphia, Pa. 19142, "I have shot nearly 1600 slides of railroad subjects, also some black-whites, and have made friends all over the U.S. and Canada through the *Switch List.*"

"Regarding your *Interesting Railfans* article on Everett L. DeGolyer in October," states Bill Warden, 1216 Shamrock Lane, Waynesboro, Va. 22980, "a large part, if not all, of the Streeter collection of books and pamphlets, mentioned on page 31, now reposes in the University of Virginia's Alderman Library at Charlottesville. I had occasion to go through portions of it and found the material fabulous. Your 1840 date for that material was an error."

(Editor's note: Despite the name of the lane on which Bill lives, he says that so far as he knows there isn't a shamrock within miles of it. But he is interested in planting shamrocks beside the walk leading up to his home, and we predict that by St. Patrick's Day this year any Irishman would be proud to see them. Bill is writing an article for us on the railroad of which General Robert E. Lee was president. When we publish it, we hope to be able to run, elsewhere in the same issue, a close-up shot of Bill's good-looking wife setting out the shamrocks. Of course, if Waynesboro is still covered with snow at that time or if the soil is still frozen, all bets are off.)

(Continued on page 56)

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Name _____

BANGOR & AROOSTOOK RAILROAD

Current locomotive roster compiled by Sy Reich

RR. Class	Road Nos.	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
J	10-11	2000	GM-EMD	E7A	A1A-A1A	36,600	322,500	1949	1
K	20-23	1000	GM-EMD	NW2	B-B	28,000	245,800	1949	2
K-1	30-34	660	GE	Y	B-B	26,000	196,000	1936	3
H	40-45	1500	GM-EMD	F3A	B-B	32,500	233,700	1947-8	4
H	46-47	1500	GM-EMD	F3A	B-B	32,500	233,700	1948	6
——	600-603	1500	GM-EMD	F3B	B-B	32,500	226,500	1947-8	5
I	50-57	1500	GM-EMD	BL2	B-B	32,500	246,065	1949	7
L	60-71	1500	GM-EMD	GP7	B-B	40,000	246,424	1950	8
L	72-75	1500	GM-EMD	GP7	B-B	40,000	246,424	1952	8
L-1	76-80	1750	GM-EMD	GP9	B-B	60,986	250,640	1954	

Roster, accurate as of Aug. 30, 1965, is based on data from BAR and PRR chief mechanical officers and locomotive builders: GM-EMD (General Motors, Electro Motive Div.) and GE (General Electric). Notes: (1) Nos. 10, 11 ex 700, 701; (2) Nos. 20-23 ex 800-803; (3) Nos. 30-34 ex NYNH&H 0901-0905; Nos. 31-33 scrapped; (4) Nos. 40-45 ex 500-505; Nos. 41-45 rebuilt; (5) Nos. 600-603 sold to Pennsylvania Railroad, renumbered 9530B-9536B; these units were traded to EMD for GP30's; (6) Nos. 46, 47 ex 506, 507, rebuilt; (7) Nos. 50-57 ex 550-557; (8) Nos. 60-75 ex 560-575. ●

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Algoma Central EMD GP-7 outside enginehouse, Saulte Ste. Marie, Mich.
Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

SHORTLINES OF CANADA

Present-day locomotive rosters compiled by Sy Reich

Algoma Central Railway

Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
140, 141	800	GMD	SW8	B-B	?	?	1952	
150-153	1500	GMD	GP7	B-B	62,591	256,940	1951	
154	1500	GMD	GP7	B-B	62,591	256,940	1951	
155-168	1500	GMD	GP7	B-B	62,591	256,940	1951	
169, 170	1500	GMD	GP7	B-B	62,591	256,940	1953	
171, 172	1750	GMD	GP9	B-B	62,591	256,940	1953	

Alma & Jonquieres Railway

101	1000	MGE	S2	B-B	69,000	240,000	1949	
102	1000	MGE	S4	B-B	69,000	240,000	1951	

British Columbia Hydro & Power Authority

900	900	GMD	SW900	B-B	58,500	235,000	1955	
901, 902	900	GMD	SW900	B-B	58,500	235,000	1956	
903, 904	900	GMD	SW900	B-B	58,500	235,000	1957	
905-908	900	GMD	SW900	B-B	58,500	235,000	1958	
909	900	GMD	SW900	B-B	58,500	235,000	1964	
940-942	660	GE	70-ton	B-B	35,000	140,000	1949	
943	660	GE	70-ton	B-B	35,000	140,000	1950	
960-961	800	Alco-GE	Electric	B-B	31,600	128,300	1912	1

Canada & Gulf Terminal Railway

101	600	GE	70-ton	B-B	35,000	140,000	1946	2
102	800	GMD	SW8	B-B	69,000	230,000	1951	
8	380	GE	44-ton	B-B	22,000	88,000	1948	3

Dominion Atlantic Railway

Owns no equipment; uses Canadian Pacific locomotives 8131-8138.

Esquimalt & Nanaimo Railway

Owns no equipment; uses CP locomotives, classes 8000-8012, 7065-7075.

Essex Terminal Railway

101	660	Alco-GE	S1	B-B	?	?	1941	4
102	800	GMD	SW8	B-B	?	?	1951	
103	660	MGE	S3	B-B	?	?	1952	
104	800	GMD	SW8	B-B	?	?	1954	
105	1200	GMD	SW1200	B-B	?	?	1956	

Grand Falls Central Railway

101-103	660	GE	70-ton	B-B	41,300	140,000	1957	

Grand River Railway

Owns no equipment; uses CP locomotives 6706-6707, 8160-8161.

Greater Winnipeg Water District

100	380	GE	44-ton	B-B	22,000	88,000	1946	
101	400	GE	44-ton	B-B	22,000	88,000	1949	
102	380	GE	44-ton	B-B	22,000	88,000	1945	5

Lake Erie & Northern Railway

Owns no equipment; uses CP locomotives 6706-6707, 8160-8161.

London & Port Stanley Railway

Owns five units, the specifications of which are unknown to us.

Midland Railway of Manitoba

1	900	GMD	SW900	B-B	55,480	230,000	1956	
2	1750	GMD	GP9	B-B	62,605	240,000	1957	

Napierville Junction Railway

4050, 4051	1500	MGE	RS-2	B-B	60,000	246,400	1950	6

Quebec Central Railway

Owns no equipment; uses Canadian Pacific locomotives.

Quebec North Shore & Labrador Railway

91, 92	600	GE	70-ton	B-B	41,300	139,000	1951	7
100, 101	1500	GMD	GP7	B-B	61,700	258,000	1951	8
102, 103	1600	MGE	RS-3	B-B	65,050	260,000	1951	
104-123	1500	GMD	GP7	B-B	61,700	258,000	1952-3	8
124-177	1750	GMD	GP9	B-B	61,700	258,000	1954-60	

Roberval & Saguenay Railway

18	360	Whitcomb	?	B-B	25,000	98,700	1941	
19	1500	Alco-GE	RS-2	B-B	62,000	250,000	1947	
20	1500	MGE	RS-2	B-B	62,000	249,000	1948	
22	1600	MLW	RS-3	B-B	63,000	252,200	1955	
23	1200	GMD	SW1200	B-B	62,000	248,000	1956	
24	1800	MLW	RS-18	B-B	61,800	247,140	1960	
25	1800	MLW	RS-18	B-B	62,800	251,000	1965	

Sydney & Louisburg Railway (Cumberland Railway)

60	600	GE	70-ton	B-B	41,300	139,000	1949	9
61	660	Alco-GE	S1	B-B	?	?	1940	10
200-202	1000	MLW	?	B-B	?	?	1961	
203-208	1000	Alco-GE	RS-1	B-B	?	?	1944-7	11
209-212	1000	Alco-GE	RS-1	B-B	60,575	242,300	1951-2	12

Toronto, Hamilton & Buffalo Railway

51-54	1000	GM-EMD	NW2	B-B	52,400	250,000	1947
55-58	1200	GMD	SW9	B-B	52,400	250,000	1950
71-74	1500	GMD	GP7	B-B	52,400	250,000	1950
75-77	1500	GMD	GP7	B-B	52,400	250,000	1953
401-403	1750	GMD	GP9	B-B	37,000	250,000	1954

Toronto Terminals Railway

Owns no equipment; CN and CP use its facilities.

White Palls & Yukon Route

90, 91	800	GE		C-C	24,000	162,000	1954
92-94	800	GE		C-C	24,000	162,000	1956
95-97	800	GE		C-C	24,000	162,000	1963

CANADIAN ROSTER NOTES

These rosters are based on data from AC's master mechanic, A&J's vice president and mgr., BCH&PA's div. mgr.-transportation, C&GT's superintendent, DA's manager, Canadian Pacific's chief of motive power and rolling stock, GFC's secretary, GWWD's shop supervisor, GRR's manager, MRyM's gen. supt., Delaware & Hudson's supt. of equipment, QC's manager, QNS&L's chief mechanical officer, R&S's master mechanic, TH&B's vice president and general mgr., TT's superintendent, and WP&Y's master mechanic. Rosters are accurate as of the third quarter, 1965.

For the purpose of our rosters, a shortline is defined as any common carrier listed in either the Pocket List of Railroad Officials or the Official Guide, or both, which has a route mileage less than 400. Locomotive builders: GMD, General Motors Diesel Ltd.; MGE, Montreal Locomotive Works-Canadian General Electric; GE, General Electric; Alco-GE, American Locomotive Co.-General Electric; MLW, Montreal Locomotive Works; GM-EMD, General Motors-Electro Motive Div.

(1) BCH&PA 960-961 ex Oregon Electric; 960 was OE 22.

(2) C&GT 101 ex Thurso & Nation Valley 5.
(3) C&GT 8 sold to T&NV, not renumbered.
(4) ET 101 ex Canadian Car & Munitions Co.
(5) GWWD 102 ex Swift & Co. 400.
(6) NJRy 4051, 4051 are class RS-15.
(7) QNS&L 92 sold to Gulf Pulp & Paper Co.

(8) QNS&L 100-101 and 104-123 upgraded to 1750 hp.

(9) S&L 60 ex Pacific Great Eastern 553.
(10) S&L 61 ex Chicago & North Western 1202.

(11) S&L 203-208 originally were Minneapolis & St. Louis 744, 547, 645, 244, 944, 946, then C&NW 201, 219, 205, 200, 202, 217. C&NW 208 ex M&SL 945, same class, bought for spare parts.

(12) S&L 209-212 ex Soo Line 2360, 2362, 2364-2365, which were originally Wisconsin Central locomotives of same numbers. ●

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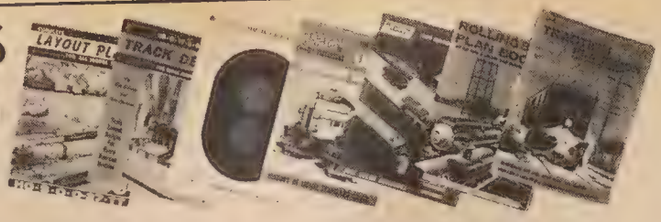

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(Continued from page 53)

Mac Owen, who has supplied some unusual photos to *Railroad Magazine,* has moved from California to Rte. 1, Box 75-E, Dickinson, Texas, 30 miles southeast of Houston. He writes:

"I have nearly 3,000 color slides, mostly steam, from many U.S. collections, and am proud to own about 15,000 feet of original 16mm color film that I shot in the twilight-of-steam years, also about 10,000 feet of other steam film. It is my desire to share the showing of this material with sincere railfans. Besides, I like fantrips and other rail-buff activities, so I will join a

Jersey Central Nos. 75 and 76 (Baldwin '47) move onto the table in Bethlehem, Pa., yards for an evening freight run.
Photo by Dan Fink, Athens, Ohio

Texas railfan organization. I am also planning a 7½"-gage live-steam railroad and have quite a bit of HO equipment, mostly Pennsy and CNJ."

Raymond W. Brown wants to hear from anyone interested in forming a 1½" scale livesteam railroad club in the general vicinity of Middletown, where the Empire State Railway Museum is located. Ray, whose address is RFD 1, Middletown, N.Y. 10940, has a circular layout of that gage, some 800 feet long, which can be extended.

"I'd like to sell an album, inherited from my father, containing 67 old photos of steam locos and trains," writes Miss V. S. Fischer, 1147 Beach Ave., Bronx, N.Y. 10472, "such as New York's 6th Avenue Elevated, showing horsecars underneath; the freakish *Fontaine* locomotive, the Gen. Sherman (built by Rogers in 1865), the *Thom Sullivan* (built in 1878 by Danforth Loco. & Machine Works), etc."

The Steam Parade

The following list of steam power in Canada's maritime provinces as of last fall comes from Daniel A. Foley, P.O. Box 1101, New Canaan, Conn.:

Bras D'or Coal Co., Broughton, Nova Scotia: No. 17 (2-6-0), Alco 1903, ex old Sydney Collieries No. 17, only loco active in N.S. daily service; No. 18 (0-6-0), ex old Sydney Collieries No. 18, standing outside in junk condition.

Drumwood Collieries, Westville, N.S.; No. 4 (2-6-2), stored in shed, unused for years.

Tibbits Paint Co., Trenton, N.S.: Canadian National 7260 (0-6-0), Acadia Coal Co. No. 42 (2-6-0), Eastern Car Co. 0-4-0T narrow gage, all on display in paint factory parking lot, all in good condition and well placed for photography.

Canadian National station, New Glasgow, N.S.: Albin Coal Co., ancient *Samson* 0-6-0, one of Canada's first locos, stored in locked building with dirty windows but may be moved soon to new Civic Center.

City Park, Moncton, New Brunswick: CN No. 5270 (4-6-2), on display in fair condition, unfenced.

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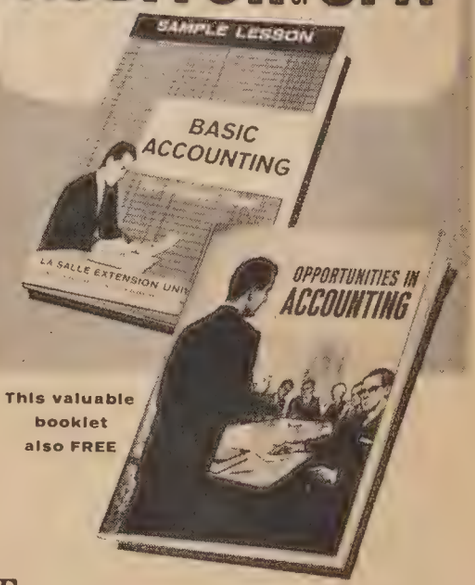

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Photographer shoots a close-up of Sierra Railroad's No. 28 at Sonora, California.
Robert Field, 129 Stanyan Street
San Francisco, California

Dan also reports: Maine Central 4-6-2 No. 470 stands in good condition and well located for picture-taking near car shops at Waterville, Maine, while 0-4-OT No. 5 of Groveton (N.H.) Paper Co. has been cleaned and stands on siding near main office.

Steam locomotive bell complete, 16" rim, weight about 200 pounds, is available from Mrs. Elizabeth Huggins, Flea Market, 2819 Broadway, Vancouver 8, B.C., Canada, for best offer.

"The Switzerland of Ohio Scenic Railroad Assn. at Woodsfield, 40 miles southwest of my home, has just bought two 30-ton steam locomotives from Wheeling Steel Corp.," reports Millard Gress, Rte. 2, Box 256, Bellaire, Ohio 43906. "This Association aims to glorify American history and promote sightseeing in Monroe County by rebuilding and operating about two miles of the old narrow-gage Ohio River & Western, a road I remember well."

Great Northern has just given No. 2523, the last of its one-time, superb fleet of 1,428 steamers, to the Kandiyohi County Historical Society for per-

yours for 1/30th the cost of diamonds!

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Photo by Chard Walker, c/o Santa Fe Railway, Summit, Calif.

How many of our readers have ever seen a "Train" sign? This one at the west end of the Summit, Calif., yard informs crews that an eastbound train is approaching—in this case a Union Pacific extra freight powered by SD-24's. If a route change proposed by the Santa Fe is built, this trackage will be abandoned and the new line will be about 35 feet lower.

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manent exhibition at Willmar, Minn. This oldtimer, weighing 308 tons, rolled up nearly two million miles in passenger, mail, silk-train, and freight service before she was retired ten years ago. John M. Budd, GN president, personally made the presentation at Willmar. He dedicated the 2523 by breaking on one of her driving wheels a bottle containing water from the Pacific Ocean, Lake Superior, and the Mississippi River, three bodies of water adjoining GN territory.

One of 28 Mountain types acquired by GN in 1923 to speed up service on the famed *Oriental Limited*, the 2523 was rusting on a sidetrack in 1961 when a small group of railfans headed by O. B. Auguston, editor of the *West Central Daily Tribune*, asked for a display locomotive. No. 2523 was about to be junked but President Budd sent her to Willmar. She was stored in the roundhouse there nearly 4 years before the Society acquired a museum site.

The "Big G's" colorful Steam Age ended in August, 1957, when Mountain types made the final steam runs. The last GN steamers, except for the 2523, were sold to scrap-metal dealers in July, 1964.

An international steam locomotive is No. 1200, Class F, of the Swedish State Railways, reports Lennart Nilsson, Virvelvindsgatan 20A VII, Goteborg H Sweden. Built in 1914 by Nydquist &

In this caboose (now enshrined at Oneonta, N.Y.) the Brotherhood of Railroad Trainmen was organized in 1883

Holm in Trollhoffen, Sweden, she and 11 other engines were sold by that rail system to the Danish State Railways. Between 1942 and 1950 a Danish locomotive builder, Frichs, built 25 engines almost exactly from the 1914 drawings of the 1200. Then in 1963 the Swedish State Railway got back the 12,00 rebuilt her to make her look as she did in 1914, and put her into service again. Does any reader know of another locomotive anywhere in the world that served, in turn, the rail systems of two different nations and then returned to the original owner for additional service?

Setouts and Pickups

Jan. 23 thru Feb. 12: See Mexico by rail in air-conditioned Pullmans. Sleep in same bed every night except for several nights in Mexico City. Travel by Santa Fe, National Railways of Mexico, and SP. Leave San Francisco and Los Angeles on Jan. 23. Easterners and southerners may join the party at Albuquerque or Belen, N.M., or at El Paso, Texas. Illustrated folder on 18-day trip available from Wampler Tours, Box 45, Berkeley, Calif. 94701.

North Dakota's only shortline, the Midland Continental, owns two locomotives, but we don't know the details. Letters written to officials of that company have not been answered. Maybe some fan can give us the information. Coming in near future: present-day rosters of Boston & Maine and Oklahoma shortlines.

Norfolk & Western tie clasps ($1 each) and monogrammed N&W playing cards ($1.50 a double deck) may be had from E. R. English, supervisor of Dining Cars, N&W Railway, Roanoke, Va. 24011. One tie clasp features a miniature silver spike another is shaped like a boxcar. Charms (for the railfanette) are available ($1 each) in N&W boxcar or hopper design. Specify which one you want.

This oldtime list of railroad nicknames, most of them derogatory, comes from J. A. Massey, Huntington, W. Va.

Anthony & Northern, "Anywhere & Nowhere"; Baltimore & Ohio, "Bats & Owls"; Bellaire, Zanesville & Cincinnati, "Bent, Zigzag & Crooked"; Carolina & Northwestern, "Can't & Never Will"; Chesapeake & Ohio, "Coal & Ore"; Crystal River & San Juan, "Crooked, Rough & Slow Journey"; Chicago, Burlington & Quincy, "Come, Boys, & Quit Railroadin' "; Chesapeake & Western, "Crooked & Weedy"; Denver & Rio Grande, "Dangerous & Rough Going"; Hoosac Tunnel & Wilmington, "Hoot, Toot & Whistle"; Lewisville & Northwestern, "Lost & No Wonder"; Louisville, Evansville & Western, "Leave Early & Walk"; Maryland & Pennsylvania, "Ma & Pa"; Missouri & North Arkansas, "May Never Arrive"; Ohio River & Western, "Old Rusty & Wobbly"; Pacific Great Eastern, "Please Go Easy"; Pekin, Peoria & Jacksonville, "Push, Pull & Jerk"; Pierre Rapid City & Northwestern, "Plenty Rough Country & No Women"; Quanah, Acme & Pacific, "Quit Aching & Push"; Shawnee & Muskingum, "Slow & Miserable," and Terre Haute & Peoria, "Take Hold & Push."

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BOOKS OF THE RAILS

Shasta Daylight **at Oakland, Calif., on Sept. 7th, last run in 1965.**
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

RAILS TO THE RISING SUN, by Charles S. Small, 136 pages, 8½x11″, illustrated, Japanese loco rosters included, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108. $7.95.

Two classes of railfans will enjoy *Rails to the Rising Sun*: (1) those who have never been to Japan and (2) those who have been there. Especially the latter. The book offers nostalgic memories to Americans who were stationed in that country with the armed forces or who visited it as tourists.

"This book," says the author, "tells the story of a smoky little engine that plods along a flowery right-of-way, commiserates with an engine that was different, and, as a consequence, was banished to a nickel railroad that hauls no nickel . . . these, and many others, are the private railroads of Japan."

Those lines, in eight different gages, are operated by 200-odd companies and range in length from 356 miles to less than one. Closely interwoven with them are the people, their customs and traditions. Charlie Small, who has penetrated the "far corners" of Japan, gives us a well-anecdoted book. "Japan's four major islands are a storehouse of photographic delight," he writes, and backs up this remark with more than 135 pictures, many of them quaint and beautiful, steam and electric operation.

DINNER IN THE DINER: *Great Railroad Recipes of All Time*, by Will C. Hollister, 144 pages, 8½x11″, illustrated, indexed, Trans-Anglo Books, P.O. Box 2252, Los Angeles, Calif. 90053, $5.95.

Eating in the diner is one of the joys of long-distance rail journeys. This book will be well received by railfans, especially those with wives who like to prepare tasty meals from cookbooks. Nineteen big roads in the U.S. and Canada have contributed their choicest kitchen secrets.

"Since the recipes were gathered from railways serving areas with regional food tastes," Spencer Crump writes in the introduction, "they are diverse and cosmopolitan in their offerings. The dishes range from those developed for the demanding gourmet to the simpler ones for the hungry business or pleasure traveler whose chief goal is satisfaction of an appetite."

Crump also injects a pessimistic note: "'Unless there is a trend to revolutionary high-speed lines that would return travelers to railways, it is obvious that the 1970's will bring a virtual end to dining-car service as Americans have known it for the last century."

Dining cars fascinate us. We would hate to see them go. And most of the recipes in Hollister's collection win our approval. But we don't think that any nationally recognized authority on nutrition—Carleton Fredericks or Gaylord Hauser, for example—would indorse this book as a whole, because it calls for too much sugar, and not merely in desserts. Some of the recipes put sugar in baked lima beans, stuffed tomatoes, baked corn, rolls, spaghetti, hotcakes, cornbread, toast, etc., even in a salad bowl and in fresh vegetables with a poached egg, not to mention flour in beef stew!

Fortunately, only a few of the book's many recipes fall into this category. Health-minded readers can ignore those few and get a lot of enjoyment from *Dinner in the Diner*.

THE SOUTHWOLD RAILWAY, by Alan R. Taylor and Eric S. Tonks, 64 pages, 5½x8½″, paperbound, illustrated and mechanical drawings, published by Ian Allan, distributed by Leisure Time Books, $2.75.

Because of the growing interest in narrow-gage lines, Ian Allan has revised and reprinted this booklet, first published in 1950.

BRANCH LINE ALBUM, *Second Series*, by P. B. Whitehouse, 114 pages, 7x9½″, published by Ian Allan, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $8.

A delightful collection of pictures of British steam railroading, really good photos, period ranging from about 1930 to 1963.

LOCOMOTIVE PANORAMA, *Vol. 1*, by E. S. Cox, 164 pages, 6x9″, illustrated with photos, mechanical drawings, and diagrams, indexed, published by Ian Allan, distributed by Leisure Time Books, $9.25.

Cox gives an authentic "inside" account of British motive power. For the past 45 years he has held key positions from Lancashire & Yorkshire days right up to the present, designing and testing locomotives. Volume 2 is due to come out later this year.

LOCOMOTIVE ADVENTURE, *Vol. II: Running Experiences*, by H. Holcroft, 316 pages, 6x9″, illustrated, indexed, published by Ian Allan, distributed by Leisure Time Books, $11.75

The subtitle of Vol. 1, *Fifty Years With Steam*, shows instantly that Holcroft's biography is one which would appeal to steam fans. In 1914 he joined the staff of the South Eastern & Chatham Railway, in England, to prepare plans for the extension and modernization of the locomotive and car shops at Ashford Works. His knowledge of locomotives is phenomenal and he writes entertainingly.

THE SITUATION IN FLUSHING, by Edmund G. Love, 246 pages, 5¾x8¼″, Harper & Row, New York, N.Y., $4.95.

This is the autobiography of a man, now in his 50's, who was a rail buff from the time he could walk. At age six he knew some steam locomotives on the Cincinnati, Saginaw & Mackinaw (now Grand Trunk) by their numbers and whistles. He would draw pictures of each, with their individual differences, when he was supposed to be studying arithmetic or whatever. Many happy hours he spent at the village depot, riding the engines, and talking with railroaders, and he always seemed to be on hand when important things happened. He was very observant, had a marvelous memory for details, and in this book he tells us about the town of Flushing, Michigan (named for the better known Flushing on Long Island, N.Y.).

The book is full of exciting events, colorful characters, and small-town problems, with a laugh on nearly every page. Love deals with the days before the transition from steam locomotives and the horse-and-buggy to the diesels and automobiles.

THE ELEMENTS OF TRANSPORT, by R. W. Faulks, 200 pages, 6x9″, illustrated with photos and charts, indexed, published by Ian Allan, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $13.

A textbook on economics for students of transportation by land, sea, and air, including a detailed chapter on railway operation. The author is a lecturer at the City of London College.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
DINNER IN THE DINER, by Hollister	$ 5.95	($ 5.65)
SOUTHWOLD RAILWAY, Taylor and Tonks	$ 2.75	($ 2.60)
BRANCH LINE ALBUM, by Whitehouse	$ 8.00	($ 7.60)
RAILS TO THE RISING SUN, by Small	$ 7.95	($ 7.55)
THE SITUATION IN FLUSHING, by Love	$ 4.95	($ 4.70)
THE TRAINS WE RODE, Beebe and Clegg	$15.00	($14.25)
GREAT RAILWAY JOURNEYS, by Jones	$ 5.95	($ 5.65)
IN PURSUIT OF THE GENERAL, Pittenger	$ 6.95	($ 6.70)
SUDAN TRANSPORT, by Richard Hill	$ 6.75	($ 6.40)
ECONOMICS OF REGULATION, by Phillips	$13.35	($12.70)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
INLAND EMPIRE, by John Fahey	$ 5.95	($ 5.65)
LOCOMOTIVE ENGINEER'S ALBUM, Adbill	$12.95	($12.30)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
TO THE GREAT OCEAN (Trans-Siberian), Tupper	$ 8.95	($ 8.50)
RAILWAYS (British), by George C. Allen	$ 3.00	($ 2.75)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
GREAT TRAIN ROBBERY, Gosling and Craig	$ 4.50	($ 4.30)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
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RAILROAD THAT LIGHTED S. CALIF., by Johnson	$ 7.50	($ 7.15)
SMOKE ACROSS DIVIDE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
SMOKE ACROSS PRAIRIE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
BRITISH RAILWAYS LOCOMOTIVES	$ 3.75	($ 3.55)
WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
RAILROADS OF BLACK HILLS, Fielder	$12.50	($11.90)
FAMOUS LOCOMOTIVES OF WORLD, by Hamilton	$ 3.25	($ 3.00)
UNUSUAL RAILWAYS, by Wilson and Day	$ 5.75	($ 5.50)
MORE UNUSUAL RAILWAYS, by John Day	$ 5.75	($ 5.50)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$28.00	($26.60)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.60)
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CANADIAN NATIONAL RAILWAYS by G. R. Stevens, 2-volume set	$12.50	($11.90)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
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STEAM LOCOMOTIVES & HISTORY: GEORGIA RR. AND WEST POINT ROUTE, by Prince	$ 9.50	($ 9.00)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)
DECLINE OF STEAM, by Colin Gifford	$16.00	($15.20)
BROTHERHOOD OF RY. CLERKS, by N. Denton	$ 3.00	($ 2.85)
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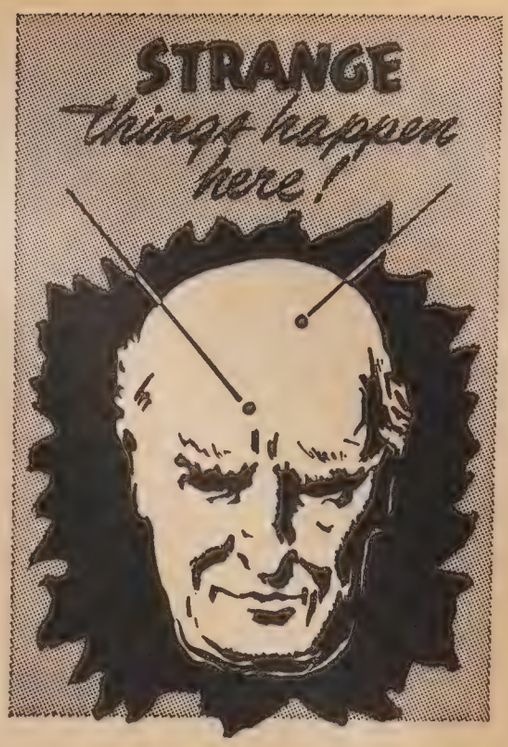

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Switch List

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A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our March department is already closed. Entries for our April issue should reach us before January 5th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

CLINT ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, CNJ, DL&W, D&H, L&NE, Pa. shortlines.

JOHN BENSON, 1347 Washington Ave., Lorain, Ohio 44052, trades brakemen's lanterns, switch keys, uniform buttons; sells railroadiana; list free.

JOE BOYD, 627 Decker Ave., Elmira, N.Y. 14904, seeks historical data on engines built by Portland Loco. Co. Answers all mail.

ROBT. BRIECHLE, Birdseye Terr., Huntington, Shelton, Conn. 06486, publishes "The Plate Collector's Directory" for bldrs. plate collectors. Subscription $2.50 a yr. (bi-annual). Oct. '65 issue had 80 pages.

N. CARTER, P.O. Box 5723, Cleveland, Ohio, wants photos and other descriptive material on pre-1935 privately-owned refrig. cars with billboard-style lettering, co. trademarks, slogans.

KEN CASSELLS, Box 23, Tawa, New Zealand, sells copies of NZ's latest loco history called "Cavalcade of NZ Locomotives," by Palmer & Stewart; also other NZ and Australian rr. items.

PETER CAMPAGNA, 623 13th St., Union City, N.J., will buy Walter Lucas's "History of the NYS&W," good cond.

F.A. CAMPBELL, 1128 Beech St., Paul, Minn. 55106, wants pix CSPM&O steam, diesels, railroadiana.

J.B. CHAMBERS, 126 Forest St., Reading, Mass. 01867, buys and sells rr. stock certificates (SSE) Will sell one copy of Harry Bedwell's only book, "The Boomer"; make offer.

FRED CLARK, 73625 Santa Rosa Way, Palm Desert, Calif. 92260, wants colored postcards, rr. and interurban scenes.

RUSSEL COLEMAN, 7552 Coles Ave., Chicago, Ill. 60649, wants DSP&P n.g. roster.

DOUG CUMMINGS, 529 W. 63rd Ave., Vancouver 14, B.C., Canada, sells size 116 negs. and 35mm slides of U.S. rrs., mostly steam, some elec.; no list.

DOROTHY DASE, 2932 W. Grand Blvd., Detroit, Mich., wants Billy Whiz Bang old poetry ed. containing rr. verse.

GEOFFREY DAWSON, 1207 Ashleman, Waco, Texas 76705, sells tts., old issues of Railroad Magazine and Trains. (SSE)

FRANK DIFALCO, 5 W. 63rd St., New York, N.Y. 10023, buys, sells, trades diesel negs., NdeM, L&NE, RUT, NYO&W.

PFC LARRY EASTWOOD, HQ, 2d Recon. Sqdn., 3d Armd. Cav., APO, New York, N.Y. 09227, wants negs. of RDC's, also negs. and pix of LIRR coaches 8514-8516, MEC coaches 180-189, and B&M 3600 series combines.

ED GARNER, 22 Garden Ave., Mountain Top, Pa. 18707, will sell one autographed edition of Poor's "Denver, South Park & Pac.," also original editions of Lucius Beebe's books.

BOB GREENAWALT, 3643 Rosemead, Rosemead, Calif, 91770, buys rr. stock certificates, also Moody's and Poor's rr. manuals.

JACK HAMMOND, 1710 10th St., Sacramento, Calif. 95814, sells steam, elec, negs., books, blueprints, etc., Western rrs.

MRS. JOHN HANEY, 507 York St., Williamsburg, Va. 23185, sells back issues Locos. & Cars, Ry. Age, Ry. Purchases & Stores, Ry. Track & Structures. Make offers.

FRANK HARMER, 4708 N. 38th St., Omaha, Neb. 68111, buys UP tts., postcards, booklets, etc.

TOM HARPER, 6066 Reinhart St., Philadelphia, Pa. 19142, sells orig. 35mm negs. and pix of PRR, RDG, B&O, PRSL, PST, PTC.

R. HARRIS, BOX 286, Smithfield, Tex. 76080, sells or trades 35mm color slides and pix.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass., sells pix, steam, diesel, elec., pass. cars, cabooses. List 25¢.

L. J. HENDRICKS, 125 S 34th St., Boulder, Colo. 80302, buys or trades for 120 size, larger negs. pre-'58 Terre Raute Union Station.

DICK HOISINGTON, 6 Park Ave., Derry, N.H., will sell Railroad Magazine '33 or trade for steam or diesel negs. of New England rrs., B&M emp. tts., station signs.

GIL HULIN, 4891 Donald St., Eugene, Ore. 97405, wants Pacific News 1-4, pre-'45 SP&S tts.

RICH HUTCHINGS, 20435 Steel Ave., Detroit, Mich. 48235, sells GTW steam and diesel pix, sizes 4x5 to 24x28.

J. JOHNSON, 5712 Caldwell Dr., Waco, Texas, wants pix SA&AP roundhouse and other facilities; also loco bldrs. plates of Rome, Manchester, Pittsburgh, Baldwin.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, etc. (SSE) Buys collections of same in good cond.

SHELDON KING, R.D. 1, Lyons, N.Y. 14489, sells book, "Cortland County Traction."

PAUL KUTTA, Shadyside Ave., South Nyack, N.Y., trades Eastern rr. tkts. for those of other rrs.

TOM LAWSON, Melrose Hall, Box 62, 1701 Rose Ave, Knoxville, Tenn. 37916, sells size 616 negs. of shortline and indus. rr. diesels. No list.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, buys 35mm color slides CB&Q, NP, and L&N U25C's; also MP, CRI&P GP35's, CMSP&P, and SLSF U25B's.

WALT LOCKE, 1784 N.W. 32nd St., Miami, Fla., sells or trades railroadiana, esp. FEC; list 10¢.

FRED LONNES, 904 Walnut St., Western Springs, Ill. 60558, sells tts., emp. tts., cap badges, uniform buttons, roll signs. (SSE)

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, buys pix RDG stations at Maiden Creek, Virginville, Lewhartsville, Lynnport, Tripoli, Germansville, and Best.

JACK MAY, 5601 Riverdale Ave., New York, N.Y., buys or trades tkts. and conductors' cash fare rcpts. PRR, B&M, EL, RDG, CP, CN, etc.

TED McQUINN, 204 Fairfax Rd., Riverview Heights, N.B., Canada, wants Baldwin, Portland, Manchester, MLW bldrs. lists, Intercolonial loco pix.

TERRY MEEHAN, 2112 Sarazen Dr., Orlando, Fla. 32808, wants pix SOU trains 3 and 4.

WM. MOSHER, Box 133, East Northport, N.Y., sells pix LIRR locos, plows, obs. cars, MU's, etc. (SSE)

JOHN NEEDHAM, Box 11, Schreiber, Ont., Canada, wants 8x10 pix Unitah 2-6-6-2's.

NORM PAULSON, Box 51, Brookfield, Ill. 60513, sells 4x5 pix Reader RR. and Chicago els.

MAYER PEARLMAN, 141-11 78th Rd., Flushing, N.Y. 11367, will sell Trains '45-'64, good cond. (SSE)

DAVE PINTO, 1735 Ed. Laurin, Montral 9, Que., Canada, sells pix and postcards of locos and streetcars, also emp. tts. of CN, Wabash, NYC, D&H, other railroadiana; list 10¢.

TOM PULSIBER, 303 E. Madison, Springfield, O. 45503, wants recent emp. tts of NYC, Ohio Div.; DT&I, EL Marion, Div.; B&M, Toledo-Indpls. Div.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, trades switchmen's lanterns, switch locks, and switch keys.

WAYNE SCOTT, 2026 S. Dakota Ave., Sioux Falls, S.D. 57105, wants GN railroadiana, esp, emp. tts., mags., rulebks., etc., from steam era.

AL SHADE, 9831 Aldridge Dr., Columbia Sta., Ohio 44028, sells color slides made from postcards of trains or locos, 1900-'29. List and sample 50¢.

JOE SMITH, 304 Picker Ave., Wood River, Ill. 82095, will sell 34 issues Short Line Rrer '54-'59, also issues 1-8 of Steam Loco & RR Tradition.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, sells colored postcards of rr. views. (SSE)

DAVE STONEBERG, 606 Orr St., Chattanooga, Tenn. 37405, sells p.c. size pix NC&SL Dixie Flyer at Chattanooga and Atlanta trolley in Seoul, Korea.

JOHN THRAEN, 959 N. 14th St., Milwaukee, Wis. 53233, wants CGW annual reports, emp. tts., other CGW railroadiana.

GEO. TILLITSON, Rte. 2, Box 705, Vashon, Wash. 98070, trades emp. tts. or loco data for geared steam logging loco data.

A. VON BLON, 217 N. 7th St., Muskogee, Okla., wants metal cuts of rr. trade marks or locos.

ED WALKER, Jr., 13 Stanley Oval, Westfield, N.J. 07090, wants oil marker lamps.

HAL WILLIAMS, 1107 B Ave., National City, Calif. 92050, buys ry. pass. equip. registers, Pullman registers, pass. train rosters, tts., guides, rr menus.

WALLY YOUNG, 3053 Admirals Rd., Victoria, B.C. Canada, sells U.S. and English traction books; list free.

MARTIN ZAK, 2 Hedgerow Dr., Morrisville, Pa. 19067, wants orig. negs. and 35mm slides of RDG, B&O steam, and PRR P-5 elecs.

WM. ZIKAS, Jr. (New Haven conductor), 76 Connecticut Ave., Greenwich, Conn. 06830, sells emp. tts., tt., passes, lanterns, bldrs, plates; list 25¢

Model Trading Post

JOE BURKEL, 133 Lehigh Ave., Blackwood, N.J. 08012, will trade commemorative bronze medal collection for model trains. (SSE)

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, buys AF S-gage trains, accessories, catalogs, Erector sets.

DON McCLAIN, 711 Wesport Rd., Kansas City, Mo. 64111, wants Ives O-gage Cotton Belt boxcar.

R.E. OUELETTE, 243 S. State St., Marion, Ohio 43302, wants Vol. 1, No. 2 of HO Monthly and 9/11/35 Mdl. Rrer.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will sell Lionel 313 bascule bridge, 97 coal elevator, 6475 Libby's pineapple car.

BOB WALLICH, 310 Ottawa St., Washington, D.C. 20021, will sell 72 ft. of Buddy L rail on steel ties, 35 3 ft. sections Buddy L rail on wood ties, and Hamo HO tram and trailer.

B&O Roster Information

Additional information has been received for our Baltimore & Ohio roster (Jan. '66 issue). The following units were traded for GP30's: 4400-4413, 5400-5413, 4420 4427, 4429-4459, 4478, 4638-4640, 5520, 5522-5526. The following units were traded for GP35's: 1417-1418, 4460-4466, 4468-4469, 4471, 4473-4477, 4479, 4482-4485, 4488-4490, 4493, 4637, 4641-4643, 5430-5434, 5436-5438, 5443, 5521. The following units were traded for SD35's; 1419, 1427-1429, 2411, 4201, 5200, 8200, 9057, 9206-9209, 9219, 9369, 9371 9373, 9375, 9508. Four additional SD35's were obtained for 1422, 9047, 9201, 9204.

The renumbering of C&O to B&O S2's should read as follows: B&O 9115-9144 are ex C&O 5026, 5029, 5016, 5039, 5017, 5004, 5028, 5042-5043, 5035, 5027, 5030, 5037, 5023, 5054, 5050, 5044, 5038, 5040, 5041, 5001, 5024, 5008, 5013, 5002, 5009, 5010, 5003, 5007, 5014. Many thanks to B&O's Chief Mechanical Officer for this information.

Jim Seacrest tells us that the OL&B diesel in the Nebraska shortlines roster (Nov. '65) is 101, a GE 44-toner, built in 1951.

Steam Color Prints

Three gorgeous wintertime prints of steam railroading in full color, painted by McDermott, suitable for framing, are available from Railway Classics, 102 Cherry St., Janesville, Wis. 53545. Each is lithographed on embossed enamel stock, 8x12", centered on a 10½x15" sheet with title and border. Subjects are "New England Spring Snow," showing a Boston & Maine passenger train against a background of snowy hills, with a farmhouse and a man collecting maple syrup; "Canadian Mountain Steam," a majestic passenger train pulled through the snow-covered Rockies by CP 5927, and "Vancouver Island Lumber Train," with Canadian National 2141.

They are sold only in lots of 4, 8, 12, or 15. Lots can be mixed or all the same; please specify. Any 4 prints $3.50, any 8 prints $5.50, any 12 prints $8, any 15 prints, $9.75. All are shipped flat.

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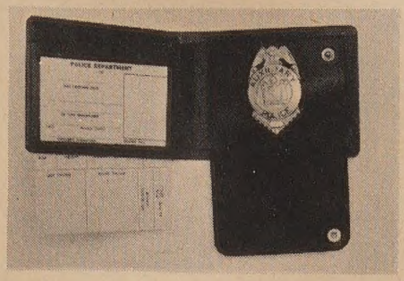

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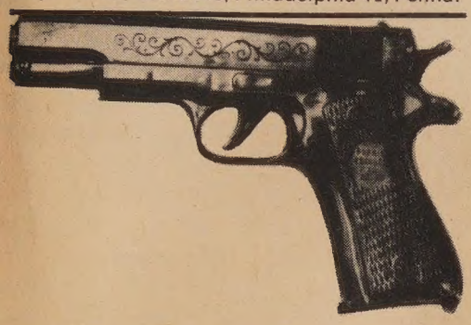

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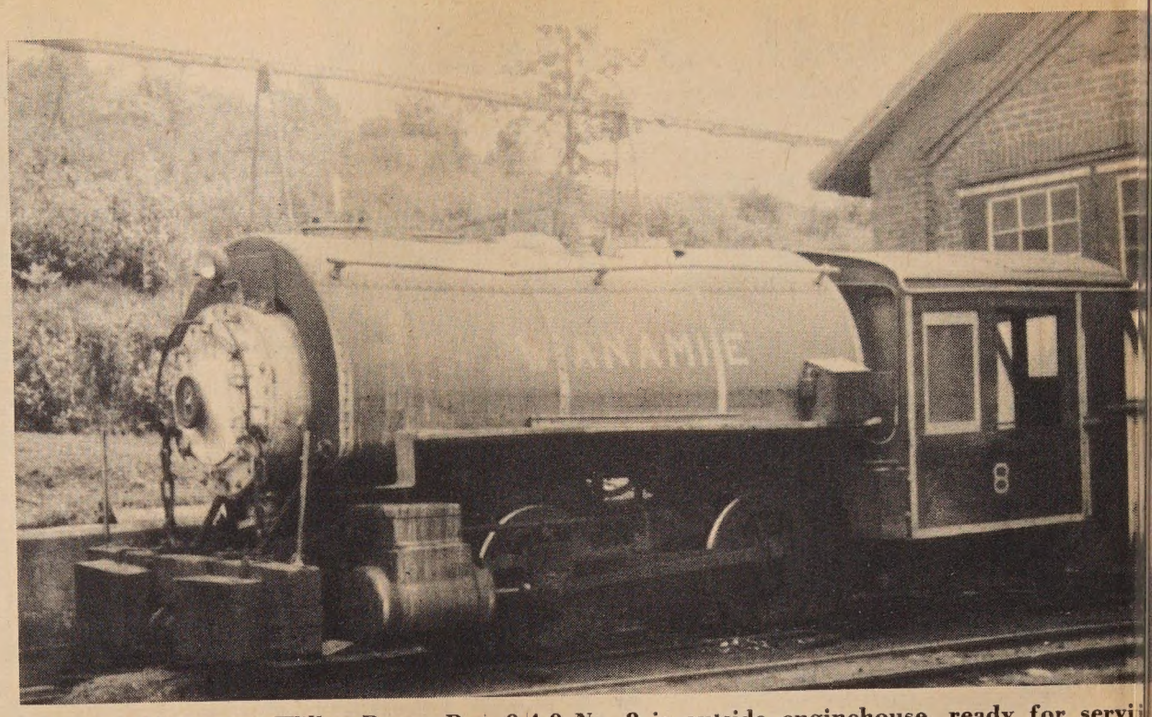
STEAM ENGINES STILL HAULING COAL

by Albert W. Kovacs



Wanamie Mine near Wilkes-Barre, Pa.: 0-4-0 No. 8 is outside enginehouse, ready for servi

Rev. Albert W. Kovacs, 500 S. Franklin St., Wilkes-Barre,

STILL working daily in the hills west of Wilkes-Barre are three saddle-tank locomotives, Nos. 4, 8, and 9, the only active steam power left in Pennsylvania's anthracite region. These engines serve Wanamie No. 19 mine of the Glen Alden Coal Co., patiently hauling their shiny loads of black diamonds over 18,000 feet of 36"-gage track to the tipple at No. 18 mine in Wanamie for dumping into standard-gage cars on the Jersey Central.

Built by Vulcan's Wilkes-Barre plant, the three little workhorses are the last vestige of Wanamie's stable, which years ago numbered seven. Smallest of the seven, No. 28, was sold to Jay Wolfson of the Vermont Railway and shipped by truck to the railfan-operated Pine Creek steam railroad in the beautiful state park at Allaire, N.J.

Before Vulcan closed its doors, most of the Wanamie power was rebuilt and fitted with new boilers. The 4-spot's boiler bears Vulcan plate No. 4746, dated May, 1948, but nobody seems to know when any of the three saddle-tank engines were built. These low-drivered locos operate without a fuel box or a tender. Before leaving on each run from the mine, the engineer and fireman simply grab a few clean lumps of hard coal from one of the mine cars and pitch them into the firebox. Water is taken on at the other end of the run, at the tipple, after which a string of empties is coupled on to take back to the slope.

Wanamie No. 19 has two slopes. Cars are lowered down them from winch houses with one-inch cables. When they reach bottom, the cable is hooked onto the first of three cars coupled up by hook and chain. Then they roll to the top over a hump and the cable is released on the fly, after which the cars coast to a stop behind a string of other loads.

The loco on the drag usually picks up 36 cars at a clip for her run back to Wanamie. Chuffing down the track and around a reverse curve, she passes almost under the boom of a huge stripping shovel that stands on the hill above. That vulture-like dragline is an ever-present threat to the continued life of the saddle-tanks and even to the mines themselves.

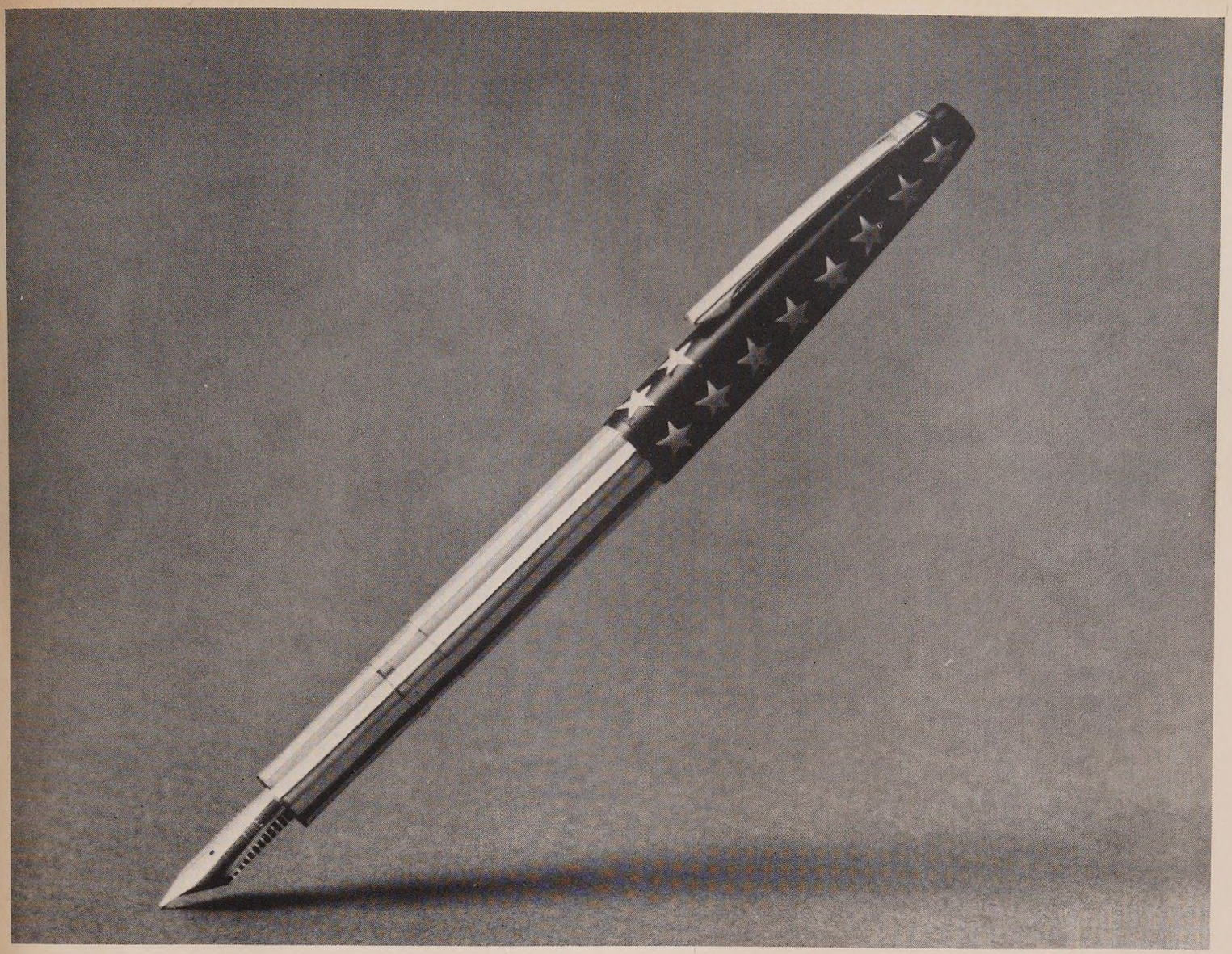
Here the railroad crosses a highway and the engine whistle is a signal for the crossing-tender at the next grade crossing in Wanamie. There the route parallels the Jersey Central's and then it veers off into the colliery. Puffing in at speed, the cars are dispatched to the dump track by means of a flying switch. The engine scoots into the empties' track while the jimmies go rushing by. Well, they usually rush by. Sometimes broken wheels interfere with smooth running. When a wheel breaks on the way in, it is turned to a round spot and a sprag is put into the spokes. This acts effectively as a brake after the flying-switch operation. Now and then the switch is tied up by cars that didn't roll far enough. Being unable to escape, a cable or chain hitched to the engine and a rear car enables them to "pole" the train clear.

Once the jimmies have rolled into the dumper, they are hoisted at the rear and their loads are poured out the front door, much like a dump truck in reverse. After coasting by gravity to a chain belt, the cars are lifted by axle cogs to a switchback for return to the emp or service track. The coal that I been dumped is chuted by convey belt into waiting hoppers. The lo are then hauled to Huber Colliery Ashley, adjacent to the Jersey Cent yard there at the base of the old Ash Planes. Huber itself has no motive po er: it mines by deep shafts and elevat feeding directly into the tipple.

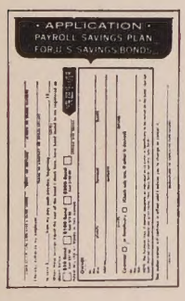
Wanamie once produced 3500 tons cleaned and graded coal a day for G Alden but now has no tipple of its o Even today, however, it often still yi 3500 tons of mine run, using from 1 to 1200 cars a day. With product high, the engines simple, and economical, you can easily underst why these sturdy old Vulcans are working. In an area where Jim Mitchell organized his first union miners long ago, deep-mined anthra is still preferred and oilburners are

But Vulcan didn't ignore petrole Two small 0-4-0 switchers with tanks sit in the yard of the Abe Solomon Scrap Metals Co. at Wil Barre. Possessed of steam-type dri and side rods, these 0-4-0's were along with the old Vulcan buildings are still used to shift gondolas aro the yard and over to the Pennsy sid The smaller engine, bearing plate 3695, was built in 1926; the other has carried plate No. 4067 since was outshopped in 1930. The latter motor troubles and is presently ou service.

The fuel-oil types aren't very inte ing, but railfans visiting the Wi Barre area with cameras can still shots of three steam locomotive action.



Star-spangled money saver



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